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The Hongkong Telegraph.

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No. 21,017

六拜禮 號四廿月七英港香

SATURDAY, JULY 24, 1926. 日五十月六

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BRITISH REPLY TO CANTON.

EMPHATIC DENIAL OF RESPONSIBILITY.

A POINT-FOR-POINT ANSWER.

The British reply to the statement of the Chinese case presented at the second sitting of the Canton Boycott Conference, on July 16, has now been released by the Hongkong Government for publication.

The statement, after dealing with the British aspects of the Shanghai and Hankow incidents, goes on to refer to the Shamen affair of June, last year, and contends that the shooting began on the Chinese side and that the responsibility for the loss of lives rests with those who wantonly began the attack and with the Chinese authorities.

Dealing with the boycott, the reply states that this is not a voluntary movement but was imposed on unwilling people by a small but powerful organisation. The economic blockade of Canton by Hongkong's emergency regulations is denied and the statement of the Chinese Delegation on this point is described as "a desperate attempt to find an excuse and explanation for the institution and maintenance of the boycott."

An indignant protest is entered against the attempt by means of unscrupulous propaganda to throw the blame on Hongkong and the British nation.

The text of the British reply is as follows:

The Chinese delegation, in putting forward their statement on the origin of the anti-British boycott in the Liang-kung, have asked for our views on their presentation of this issue before proceeding further with the business of the conference.

We should have preferred to have heard the Chinese delegation's whole case, including their proposals for a settlement, before being called on for a reply, for we feel that the sentiments they have now expressed and the answer which must inevitably be evoked from our side have already been set out in despatches exchanged between British and Chinese officials, and have been fully discussed in the press of both nations, and that to continue the discussion in this manner by the exchange of statements intended for publication will only exacerbate public opinion and render difficult the amicable adjustment of points of difference, which it is the object of these negotiations to achieve.

If, however, the Chinese delegation feel strongly that the document read to us at the last sitting, full as it is of controversial points, calls for a reply now, an answer can and must be made.

OMITTED FACTS.

The Chinese statement takes the causes of the boycott back to the incident of May the 30th in Shanghai. It is not within the province of this delegation to deal with affairs which have occurred in Central China, nor is it possible to do so, adequately within the scope of a short statement, but the following are some material facts which have been omitted from the document to which this is a reply.

The Shanghai trouble arose out of labour disputes in Japanese cotton mills, with which the British were not concerned. A demonstration was held by Chinese students in the busiest streets of the International Settlement in defiance of by-laws designed to secure the preservation of order and the free circulation of traffic for residents of all nationalities. The Settlement Police, who are employees of the International Council, endeavoured to do their duty and maintain respect for the law by arresting the ringleaders. This in turn led to an attack on a police station by a mob of between two and three thousand people, of whom a few of the leaders were students, but many were loafers and bad characters from the less reputable quarters of Shanghai. The handful of police on duty tried for some time to disperse the crowd by persuasion and then by baton charges, but they were driven back by increasing numbers, and finally when the inflamed mob was within six feet of the stations gates, and Inspector Everson, the Officer in charge, feared that his men would be overwhelmed and the station and its armory captured, as had occurred before, he ordered a volley to be fired.

The resulting casualties must be deplored by all, but unless Inspector Everson was to abdicate his functions as a police officer and make a criminal surrender to the mob of the interests in his charge, which he is remembered to have done, he could have done in the circumstances, and his personal conduct in the matter was vindicated in the fullest manner by all three judges in the international judicial enquiry which was held subsequently. It is merely clouds the issue to compare the affair with what occurred on its anniversary in 1925, when disturbances were definitely expected, and a large show of force was prepared as a result of previous experience, to deal with any trouble which might arise.

This then is the incident, which, distorted out of all semblance to the truth, was used to arouse anti-British feeling in all parts of China. Outbreaks against small and defenceless communities occurred in Chinkiang, Kiukiang, Chungking and a number of other places, where mobs unrestrained by the local authorities destroyed the property and menaced the lives of British subjects.

At Hankow a crowd of roughs, who had been worked up to a pitch of frenzy by student agitators, made a determined attack on the foreign quarter. The small British defence force, in their desire to avoid further bloodshed, remained passive until the last possible moment, and it was only after the mob had already, in its blind fury, murdered one of the foreign residents, and was in the act of invading the quarter, where the others had taken refuge, that shots were fired to repel its advance.

ANTI-FOREIGN FEELING.

It has been necessary briefly to recall these events in order that the subsequent tragedy at Canton should be viewed in its proper setting. Anti-foreign feeling was running in this province by the middle of June, 1925. It was definitely stated in Chinese circles in Canton and Hongkong on June the 22nd an attack was to be made on Shamen on the following day, and prominent Chinese actually took refuge in Hongkong and made other dispositions to meet such an eventuality. Furthermore, on the morning of June the 23rd, two motor cars were distributing leaflets throughout the City signed by the Student's Union of the Military School of the Kwangtung Army, inciting all and sundry to rise and chase out the foreigners.

The Shamen residents therefore, having in mind these facts and the events which had just befallen their compatriots in other parts of the country, had every reason to fear for their own safety, and to prepare for defence.

In these circumstances the Canton authorities permitted on June the 23rd, a very large demonstration to be conducted on the Shamen (Continued on Page 4).

HUNAN WAR NEWS.

ATTACK ON YCHOW BEGUN.

WU PEI-FU'S ORDERS.

A notification issued by the General Staff of the Commander-in-Chief's Headquarters in Canton confirming the report of the Northern Expeditionary Army's victory in Hunan reads:

"Advices from General Tang Seng-chi at the front dated the 18th state that our Northern Expeditionary Army have been recently pursuing the enemy northward. Our centre is now besieging Ychow while our left flank has already crossed Yiyanghsien. The enemy brigade leader, Liu Shieh-hsien, has been executed. General Tang Seng-chi arrived at Changsha to-day and peace and order in Changsha city have already been restored."

ORDERS TO KIANGSI.

General Chang Kai-shek, the Commander-in-Chief of the Kuomintang Army, is to make his headquarters at Shuiwan in order to direct operations against Kiangsi as well as Hunan. It has now definitely become known that Marshal Wu Pei-fu has already issued orders to his subordinates at Kiangsi to proceed at once to the Kwangtung-Kiangsi border to cut off the Kuomintang troops who have already entered Hunan.

Since the withdrawal of the anti-Reds from Changsha, they have been concentrating at a distance some 60 li northward, and a renewal of the struggle at Changsha is possible.

General Tang Seng-chi, after having captured Changsha, proclaimed the nullification of the Constitution of Hunan and declared the institution of the Kuomintang regime.

CONFERENCE PROGRESS.

A part of the staff under General Chang Kai-shek departed for Shuiwan on July 23rd by way of the Canton section of the Canton-Hankow Railway and General Chang himself is to leave in a few days. Before arranging his departure General Chang consulted Mr. Eugene Chen, the acting Minister of Foreign Affairs, and was informed that the Canton-Hongkong Conference now in progress to settle the boycott had so far been satisfactory, as could be expected.

To enable the Kuomintang Army to secure supplies from the people of Hunan, Kwangsi, and Kiangsi, the Central Bank in Canton is issuing \$2,000,000 worth of military notes. These notes will be circulated where the Kuomintang Army operates.

Mr. Chu Chang-ho, recently returned from Moscow, has been appointed Director-General of the Kwangtung Arsenal, replacing Mr. Tang Sze-chang.

The Kuomintang League of Workers, Farmers, Students and Merchants, headed by Mr. Kan Kum-shik and the Rev. Wong Yuk-shing, formerly of Yan Chai Street Church in Canton, will support the Northern expedition by making an extensive drive for funds by the sale of Kuomintang war bonds.

SUN FO REMAINS.

Mr. Sun Fo, acting Chief Commissioner of the Canton Municipality, is not to leave Canton for Shanghai when General Chang Kai-shek leaves. It is understood that Mr. Sun will stand by General Wu Te-chien, his former political lieutenant and a loyal follower of his father, Mr. Sun Fo. It may be recalled, was to have left Canton with Dr. C. C. Wu immediately after the arrest of General Wu Te-chien, but later, he altered his plans.

GASSED IN PEDDER STREET.

MISHAP TO CHINESE WORKER.

THIS MORNING'S INCIDENT.

A tragedy was averted in Pedder Street by prompt action this morning, when a Chinese was partially asphyxiated and is now in hospital.

It appears that one of the men engaged in cleaning up the street after the damage caused by the flood descended a man-hole with a rope tied round his body to remove sand and debris. This was about 8.50 a.m. Shortly after, his fellow workers above, seeing that there was something wrong, hauled the man to the road. There was a strong smell of gas, and he was immediately taken to hospital, where he was found to be suffering from asphyxiation, but is still alive.

When a *Telegraph* representative visited the street this morning, about an hour after the occurrence, there was still a strong

BOYCOTT COMMUNIQUE.

The following communique regarding the Canton conference was issued by the Hongkong Government this morning:

"The Hongkong delegation at the Canton Conference have requested that detailed statements of the proceedings should not be issued before the end of the Conference and had particularly requested that if the statements of the Canton case were published the reply by the Hongkong delegation should be published at the same time."

"As the statement of the Canton case has now been published this Government now publishes the reply of the Hongkong delegation."

[The reply will be found fully set out in this issue.]

smell of gas in places. The gas had evidently escaped into the nullah from a broken gas-pipe on the higher slopes of the town.

MOTOR ROAD TO PEAK.

THE LATEST INFORMATION.

We are officially informed that those who wish to motor to the Peak may do so on and after tomorrow by way of Repulse Bay and Woingclechong Gap.

The road has been cleared sufficiently to permit of traffic but motorists are asked to drive with great care.

The Stubbs Road, between Bowen Road and Morrison Hill Road, will not be opened until Tuesday at the earliest.

AMERICA AND FRANCE.

SENATOR REED SUGGESTS BOYCOTT.

New York, July 23.

Senator Reed has declared his intention to recommend tourists to boycott France if anti-American incidents were continued, adding that six months' boycott of France would prove the folly of behaving outrageously towards a nation which feels for her nothing but friendship and goodwill.—*Reuter's American Service.*

COBHAM'S FLIGHT.

Rugby, July 23.

A message says that Alan Cobham arrived at Calcutta this afternoon alighting on the river off Belur Ghat. Both sides of the river were crowded with spectators. He took five hours to fly from Patna.—*British Wireless.*

\$4,000 DAMAGES.

LIBEL CASE IN SINGAPORE.

CHINESE WINS CASE.

Although he found that the defendants had in some degree justified their comments and that the plaintiff was in some matters very indiscreet the Chief Justice, Sir William Marison, last week in Singapore awarded \$4,000 damages to Lu Shih Zee, principal of the Oversea Chinese High School in the action in which he claimed \$10,000 damages for libel from the editor and the proprietors of the *Lat-Pay Press*.

After re-stating the libel complained of, which consisted of a manifesto by the students of the School, and the finding of the Committee, the Chief Justice said the actual allegations printed by defendants against the plaintiff could be conveniently reduced to seven heads:—That the plaintiff owing to his many misconducts in Peking (having been in prison) had been attacked by the community there and therefore had absconded to the South; that there was no evil that he had not done; that plaintiff misappropriated some \$2,000 of the money belonging to the school; that there had always been a shortage of teachers (the innuendo here being that the plaintiff either was at fault or profited by the shortage); that he freely indulged in the vice of drinking; that he freely indulged in the vice of lust, and that before his marriage he brought his fiancée to his bedroom and neglected school functions; that his character was depraved, that he was a disgrace to the pupils and that he was a man of fallen character.

The defence, said his lordship, was that they were true and that the words were published as fair comment—that is, comment without malice—with a view to giving public information on a subject of public interest. Speaking as a jurymen his lordship said he was not satisfied that there was enough evidence to justify a finding of malice; the demeanour of the edition in the witness box weighing a good deal with him in this decision. His lordship also held that the conduct of the plaintiff was a matter of public interest.

A COMMON SENSE VIEW.

Holding that, while there might be some slight justification for saying plaintiff was imprisoned, there was none for saying that he was attacked by the community or that he absconded to the South, his lordship said the common-sense view of this seemed to be that there was something corresponding to a University rag and that the plaintiff was awarded a more or less nominal sentence. So far as the statement went that he was imprisoned for "various misconducts" it seemed to be very barely true and likely to convey a very wrong impression; while, so far as it charged plaintiff with being attacked by the community and absconding to the South, there was no evidence of any such personal attack and no evidence to connect his subsequent voyage to Japan with the disturbance or the result of it. With regard to the second charge that "there is no evil that he has not done" his lordship said he thought his proper course was to treat the charge as mere vulgar abuse which added nothing to the charges.

"DRUNKENNESS AND LUST"

With regard to the charge of drunkenness the Chief Justice said the evidence clearly proved that the plaintiff was under the influence of drink upon the night in question, but proof of that on one occasion only was far from being a justification of statement that plaintiff freely indulged in the vice of drinking. Although plaintiff's life from 1912 to 1926 had been brought into the lime-light there had not been the slightest suggestion that plaintiff was ever under

(Continued on Page 4)

Bulls and Inners

From the Office Butts.

Says the *Telegraph*:—"Moire silk is very much liked for the new evening gowns that show the bustle effect." Moire silk was certainly required for one we saw the other night which the tailor must have bustled over.

There is no truth in the rumour that in order to encourage Peak residents to carry bottles of water home, the Water Authority is arranging for the free distribution of flasks of whisky to deserving cases.

It is computed that the recent and unprecedented popularity of hill climbing among the male species of the human race, residing on the Peak, has decreased weight per capita by umpteen pound nine nine nine liquid pounds recurring.

A correspondent says the question of the hour is:—"Should taxis stand in a Rowe or a Kew?" Rather Kew!

We suppose girls still wear bathing caps to keep their hair dry when it was long.

If pedestrians and motorists didn't trust each other so much, there'd be fewer accidents.

Henry Ford has been made a Doctor of Engineering. He's got a ready-made practice waiting for him.

In Algeria, there are more donkeys than human beings. We sometimes think this is true of Hongkong.

Cheer up! There's wonderful consolation in striding past the chap who usually swanks past you in the latest model limousine.

We understand that the Hon. Secretary of the P.R.A. has written to Mr. Ajax requesting a few hints on the subject of defying the lightning.

If the Peak Hotel held a baby show, we imagine the prize for the happiest disposition would go to the gentleman with the *Pathe Baby*.

The married man who misses the last ferry home, usually catches it.

As a bath resort, Kowloon is now far better than the Peak.

Some women who haven't anything else to talk about, talk about an hour.

Anglers are seldom behind in their correspondence, for they are quite accustomed to "dropping a few lines."

When President Coolidge recently visited a theatre, some plaster fell on him from the ceiling. Anyway, he brought the house down.

Mr. Baldwin has received 8,000 pipes as gifts. Bet his housekeeper is mad.

Many a man gets cold feet because his bank account has felt a draft.

Smoking a pipe makes a man think—that it's lit when it's out.

A Parisian fashion journal says that frocks will be even shorter. A jolly sight!

An Australian High Court has just decided that sausages are part of a carcass. Mining matters a bit fine.

A field of water melons was totally destroyed by the storm. Water-melancholy spectacle.

The Shanghaiander who complained that Hongkong lacks "Pace," didn't give a very convincing demonstration when climbing the Peak early in the week.

Most automatic cigarette-lighters don't work, says a popular magazine. That's true; most of them sit with their feet on their desks.

Clare Dux, the opera singer, is to marry a millionaire. Proving that Chicago has some smart Dux.

The worst thing about Charles-ton dancers is that you don't know whether they're knock-kneed or not.

Wives don't find so many hairs on their husbands' shoulders now—they're too short to stick.

A writer says anyone who can understand Einstein can understand stand women. Relativity, we suppose, "yes" is "no" and "no" is "yes."

The trouble with the French ship of State is that too many politicians are rocking the boat.

The decree forbidding Peak residents to take baths must not be interpreted to mean that the water will be cut off on Saturdays only.

We noticed one Peak resident descending citywards in a two-piece bathing suit. He probably found it cheaper than a two-piece chair.

Kowloon's splendid example in offering hospitality to stricken Peak residents was second only to the Government's generous measures in providing them with water.

The *China Mail*, referring to rainfall records, says Hongkong's "best" for 24 hours is 27.44 inches. We should hate to experience its worst.

A man in a London court says he hadn't spoken to his wife for two years. Perhaps he didn't wish to interrupt her.

A Hongkong angler says that he caught a ten-pound fish, but the line broke and it got away. He must have got the weight from the scales.

The American journalists who broke all records in circling the globe should syndicate their story for exclusive sale to globe-trotters.

In consequence of the subway strike, many New York people are discovering that the city has surface streets.

A writer claims that the motor-car is a stimulant to crime. Showing that the road to hell is paved with good inventions.

Colonel Carmi Thompson says he's not interested in dry figures. He should worry—he's in Manila.

There is no truth in the rumour that the Government has instructed the Botanical and Forestry Department to supply every Peak resident with a free packet of water melon seeds.

Says an advertisement:—"Three essentials of happiness are an armchair, a good book and a pipe of tobacco." A comfortable cushion is also useful, especially when stuffed in the horn of the gramophone.

If your gas meter makes a knocking sound... be not alarmed. It may be the themes doing the Charleston with their cubic feet!

Ben Turpin, the cinema star, has just married. Which would seem to suggest that love is not only blind, but cross-eyed as well.

"All water should be baled," says the *China Mail*. Looks as if it were about time to take to the boats.

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FLOOD DAMAGE.

FINANCE COMMITTEE VOTES
\$600,000.

At a meeting of the Finance Committee yesterday \$600,000 was voted for repairing storm damage caused by the floods last Monday. It was stated that in all the repair work would cost about \$1,000,000. The Chairman, the Hon. Mr. W. T. Southern, Colonial Secretary, said there was one other matter not on the agenda which he wished to bring before the Committee. He wanted its authority for proceeding with the work of restoration following the flood of Sunday night. A formal vote would be put before the Committee at its next meeting when more accurate details would be available. In anticipation of the Committee's approval His Excellency had ordered the Public Works Department, to proceed and he wished the approval of the Committee to carry on to the end of the present year.

The tentative figures were:—Hongkong \$510,000, Kowloon and New Kowloon \$60,000 and New Territories \$30,000, a total of six lakhs; but he was afraid they would not get off with that figure as it only represented what the P.W.D. thought they would want up to December 31. Until they got accurate estimates they could not give details and he thought the total amount would be about a million dollars.

The Hon. Mr. Greasy: So far as we can say at present.

The vote of \$600,000 was approved.

The Death Roll.

Four bodies were recovered from the harbour on Thursday and it is presumed that these lives were lost in last Monday's storm. One body was seen floating off the Praya, and no fewer than fifteen messages were sent to the Central Police Station reporting its presence.

Three other bodies were recovered from various parts of the harbour, and their condition suggested that they had been in the water some days.

Happy Valley.

More damage was caused at Happy Valley on Thursday by the typhoon storm. The wooden structure used for bringing the earth down from the ridges on Stubbs Road was partly destroyed earlier in the week, and the remainder was blown down on Thursday.

The various club grounds were again silted up and a huge boulder is reported to be in a dangerous position and likely to roll down the hill.

HONGKONG BANK WINS.

A WAR TIME CLAIMS SUCCEEDS.

London, July 23. Before the Anglo-German Mixed Arbitral Tribunal, which deals with settlement of war-time commercial debts, the Hongkong and Shanghai Bank established a claim against Giesel and Company for 7,107.62 Shanghai taels with interest in respect of bills of exchange. The Tribunal held that the proper date for ascertaining the rate of exchange for converting the amount payable in Shanghai taels was the date whereon the debt became payable. Furthermore the creditors are entitled to recover amounts of bills converted into Shanghai taels on dates when the bills were dishonoured by non-acceptance. No award was made respecting costs.—*Reuter.*

GERMAN WARSHIP.

FIRST TO VISIT JAPAN SINCE THE WAR.

Tokyo, July 23. The German training cruiser Hamburg arrived in Yokohama this morning, the first German warship to visit Japan since the outbreak of the World War. The German Embassy staff, high Japanese naval officers and other Government officials greeted the arrival of the vessel. A series of entertainments are planned.—*Reuter.*

HEAT WAVE DEATHS.

FATAL CHAR-A-BANC RIDE.

New York, July 23. The city is sweltering in a heat wave, the temperature being 97 degrees in the shade. There were seven deaths yesterday. Other victims include eight women and two girls killed and 32 injured, some fatally, by the capsizing of a char-a-banc in which a number of Brooklynites were engaged in a day's outing to the Hudson River to escape from the stifling town.—*Reuter's American Service.*

UNDERGROUND STRIKE.

LEADER SAYS THE MEN HAVE LOST.

New York, July 23. Lavin, the leader of the "underground motor and switchmen" who have been striking since July 6, declares that the men have lost and advises them to march to the company's yards to-day and ask for re-instatement.—*Reuter's American Service.*

BIG MERGER.

AMERICAN STEEL FIRMS UNITE.

Cleveland, July 23. The merging is announced of the Central Steel Company of Massillon and the United Alloy Steel Corporation of Canton (Ohio), under the title of "Central Alloy Steel Corporation." The assets exceed \$80,000,000 gold.—*Reuter's American Service.*

CHILDREN KILLED.

AEROPLANE ACCIDENT IN JAPAN.

Tokyo, July 23. This afternoon a military aeroplane, when taking off at Kasahara, Gifu prefecture, accidentally killed three children and seriously injured two who were watching.—*Reuter.*

FINED FOR PHOTOS.

AMERICAN CONSULAR CLERK FOUND GUILTY.

Tokyo, July 23. Mr. Vogelweid, the American Consular clerk who was arrested on the charge of photographing the Sasebo fortifications and was tried by a secret court in Nagasaki on the 10th inst., has been fined 150 yen.—*Reuter.*

PROPERTY SALE.

KENNEDY TOWN GODOWN FOR \$73,000.

A godown, situated on the New Praya, was put up for sale at the China Auction Rooms yesterday by Mr. E. V. M. R. de Sousa, and after some high bidding, was knocked down to Mr. Fok Pak Yin for the sum of \$73,000.

There was a fair attendance when the sale opened, the lot consisting of Section B of Marine Lot No. 245, together with the godown thereon known as No. 66 New Praya, Kennedy Town, having an area of 7,809 square feet at an annual Crown Rent of \$87.47 and held for the unexpired residue of a term of 999 years from 1892. Opening at \$50,000 with bids of \$500 acceptable, the first raises were in thousands, which quickly brought the price to \$62,000. From this point the bids were mainly at the minimum, although there was one increase of \$1,500. The sale concluded as above stated.

THE FRENCH CRISIS.

A HOSTILE CROWD.

A crowd last evening collected at a point on the Boulevards where motor coaches assemble for a daily tour of the capital and hooted foreign passengers. Demonstrators became so threatening that passengers were compelled to descend. Finally two coaches succeeded in pushing their way through the people barring the road. The Police were summoned and extricated British and American tourists from the crowd. M. Poincare's Cabinet.

Later. M. Poincare has formed a cabinet, the portfolios going to M. Poincare, M. Barthou, M. Briand and M. Sarraut as forecasted. M. Herriot has been given Public Instruction; M. Leygues, Marine; M. Painleve, War; M. Tardieu, Public Works; M. Marin, Pensions; M. Perrier, Colonies; M. Bokanowski, Commerce. The portfolios of Labour and Agriculture are not yet allotted.—*Reuter.*

London, July 23. The Franc is steadier and opened at 215.—*Reuter.*

WAR DEBTS.

MELLON SILENT.

Cherbourg, July 23. Mr. Mellon has arrived here but declined to express an opinion on Mr. Winston Churchill's statements, saying he was holiday making.—*Reuter.*

THE BAD OLD DAYS

when it was deemed necessary to swallow large harsh purgative pills, or nauseous draughts of castor oil to remedy liver and intestinal troubles have gone for good; for now-days Pinkettes, the dainty little laxative liver regulators, are used instead.

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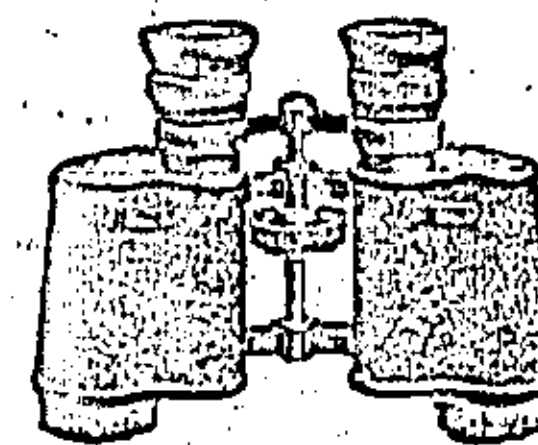
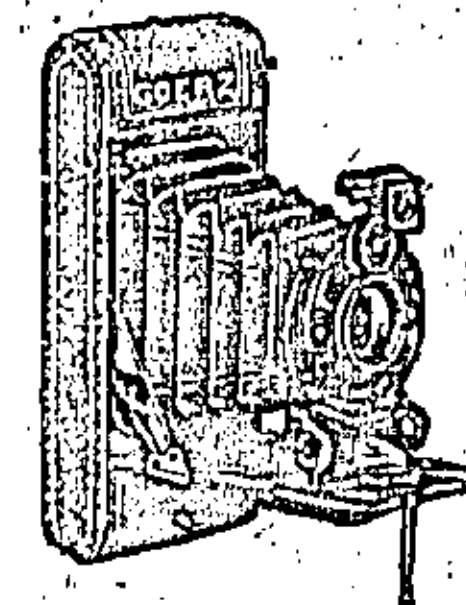
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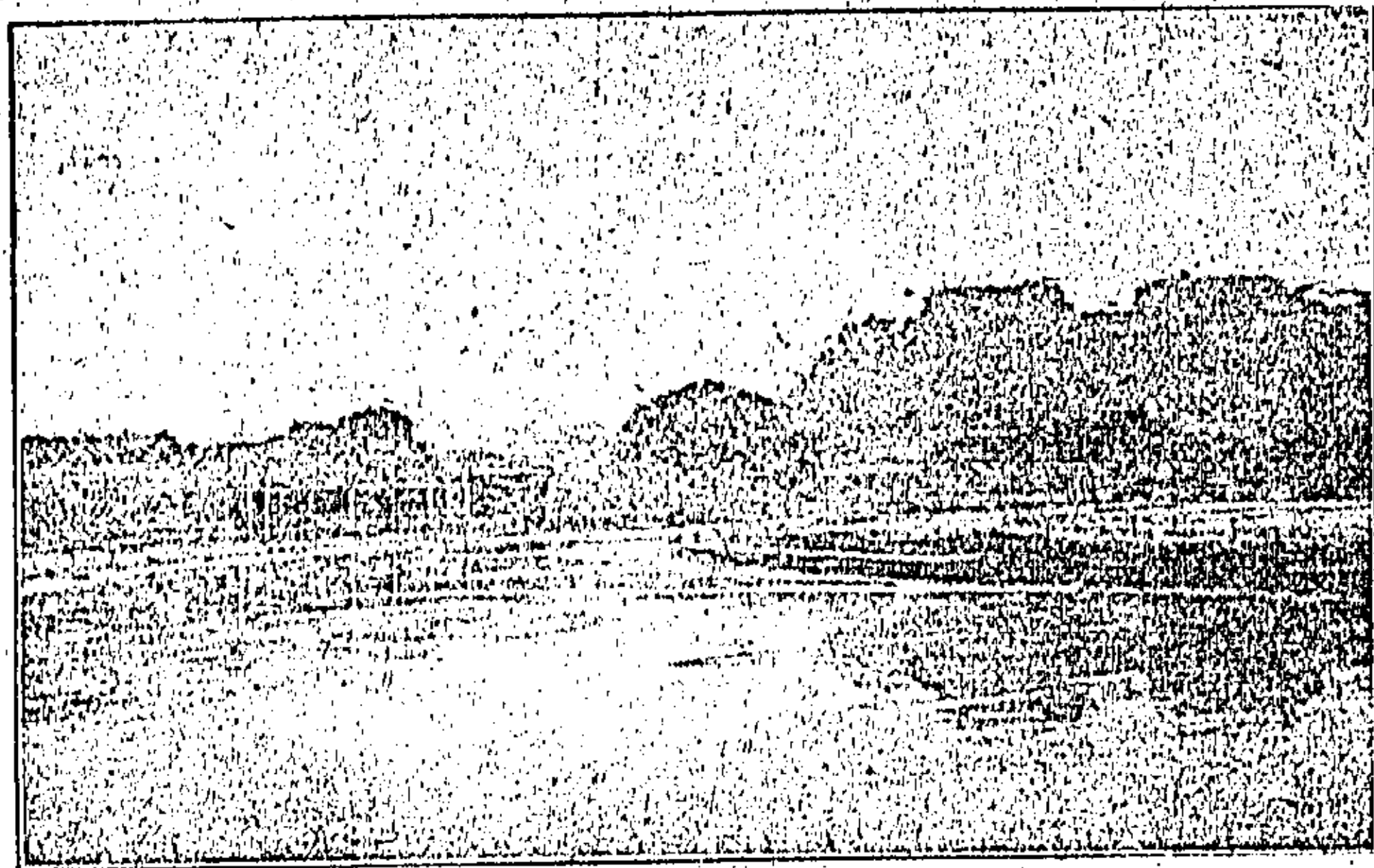
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SCOTT'S Emulsion brings health and strength at all ages of life. Contented and happy are little ones who are nourished by SCOTT'S Emulsion.

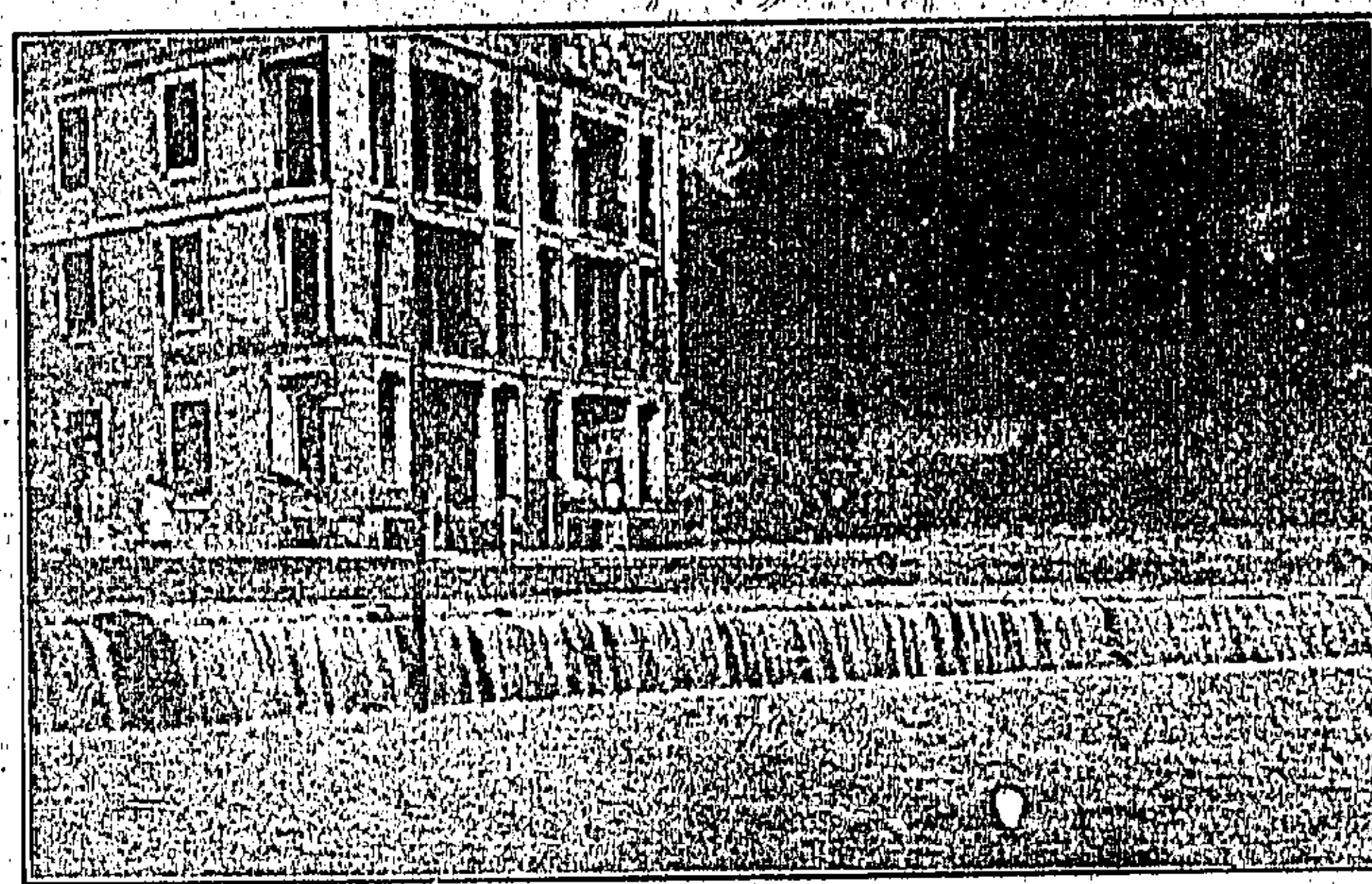


SALESMAN \$AM.

5-10-15-20-25-30-35-40-45-50-55-60-65-70-75-80-85-90-95-100-105-110-115-120-125-130-135-140-145-150-155-160-165-170-175-180-185-190-195-200-205-210-215-220-225-230-235-240-245-250-255-260-265-270-275-280-285-290-295-300-305-310-315-320-325-330-335-340-345-350-355-360-365-370-375-380-385-390-395-400-405-410-415-420-425-430-435-440-445-450-455-460-465-470-475-480-485-490-495-500-505-510-515-520-525-530-535-540-545-550-555-560-565-570-575-580-585-590-595-600-605-610-615-620-625-630-635-640-645-650-655-660-665-670-675-680-685-690-695-700-705-710-715-720-725-730-735-740-745-750-755-760-765-770-775-780-785-790-795-800-805-810-815-820-825-830-835-840-845-850-855-860-865-870-875-880-885-890-895-900-905-910-915-920-925-930-935-940-945-950-955-960-965-970-975-980-985-990-995-1000-1005-1010-1015-1020-1025-1030-1035-1040-1045-1050-1055-1060-1065-1070-1075-1080-1085-1090-1095-1100-1105-1110-1115-1120-1125-1130-1135-1140-1145-1150-1155-1160-1165-1170-1175-1180-1185-1190-1195-1200-1205-1210-1215-1220-1225-1230-1235-1240-1245-1250-1255-1260-1265-1270-1275-1280-1285-1290-1295-1300-1305-1310-1315-1320-1325-1330-1335-1340-1345-1350-1355-1360-1365-1370-1375-1380-1385-1390-1395-1400-1405-1410-1415-1420-1425-1430-1435-1440-1445-1450-1455-1460-1465-1470-1475-1480-1485-1490-1495-1500-1505-1510-1515-1520-1525-1530-1535-1540-1545-1550-1555-1560-1565-1570-1575-1580-1585-1590-1595-1600-1605-1610-1615-1620-1625-1630-1635-1640-1645-1650-1655-1660-1665-1670-1675-1680-1685-1690-1695-1700-1705-1710-1715-1720-1725-1730-1735-1740-1745-1750-1755-1760-1765-1770-1775-1780-1785-1790-1795-1800-1805-1810-1815-1820-1825-1830-1835-1840-1845-1850-1855-1860-1865-1870-1875-1880-1885-1890-1895-1900-1905-1910-1915-1920-1925-1930-1935-1940-1945-1950-1955-1960-1965-1970-1975-1980-1985-1990-1995-2000-2005-2010-2015-2020-2025-2030-2035-2040-2045-2050-2055-2060-2065-2070-2075-2080-2085-2090-2095-2100-2105-2110-2115-2120-2125-2130-2135-2140-2145-2150-2155-2160-2165-2170-2175-2180-2185-2190-2195-2200-2205-2210-2215-2220-2225-2230-2235-2240-2245-2250-2255-2260-2265-2270-2275-2280-2285-2290-2295-2300-2305-2310-2315-2320-2325-2330-2335-2340-2345-2350-2355-2360-2365-2370-2375-2380-2385-2390-2395-2400-2405-2410-2415-2420-2425-2430-2435-2440-2445-2450-2455-2460-2465-2470-2475-2480-2485-2490-2495-2500-2505-2510-2515-2520-2525-2530-2535-2540-2545-2550-2555-2560-2565-2570-2575-2580-2585-2590-2595-2600-2605-2610-2615-2620-2625-2630-2635-2640-2645-2650-2655-2660-2665-2670-2675-2680-2685-2690-2695-2700-2705-2710-2715-2720-2725-2730-2735-2740-2745-2750-2755-2760-2765-2770-2775-2780-2785-2790-2795-2800-2805-2810-2815-2820-2825-2830-2835-2840-2845-2850-2855-2860-2865-2870-2875-2880-2885-2890-2895-2900-2905-2910-2915-2920-2925-2930-2935-2940-2945-2950-2955-2960-2965-2970-2975-2980-2985-2990-2995-3000-3005-3010-3015-3020-3025-3030-3035-3040-3045-3050-3055-3060-3065-3070-3075-3080-3085-3090-3095-3100-3105-3110-3115-3120-3125-3130-3135-3140-3145-3150-3155-3160-3165-3170-3175-3180-3185-3190-3195-3200-3205-3210-3215-3220-3225-3230-3235-3240-3245-3250-3255-3260-3265-3270-3275-3280-3285-3290-3295-3300-3305-3310-3315-3320-3325-3330-3335-3340-3345-3350-3355-3360-3365-3370-3375-3380-3385-3390-3395-3400-3405-3410-3415-3420-3425-3430-3435-3440-3445-3450-3455-3460-3465-3470-3475-3480-3485-3490-3495-3500-3505-3510-3515-3520-3525-3530-3535-3540-3545-3550-3555-3560-3565-3570-3575-3580-3585-3590-3595-3600-3605-3610-3615-3620-3625-3630-3635-3640-3645-3650-3655-3660-3665-3670-3675-3680-3685-3690-3695-3700-3705-3710-3715-3720-3725-3730-3735-3740-3745-3750-3755-3760-3765-3770-3775-3780-3785-3790-3795-3800-3805-3810-3815-3820-3825-3830-3835-3840-3845-3850-3855-3860-3865-3870-3875-3880-3885-3890-3895-3900-3905-3910-3915-3920-3925-3930-3935-3940-3945-3950-3955-3960-3965-3970-3975-3980-3985-3990-3995-4000-4005-4010-4015-4020-4025-4030-4035-4040-4045-4050-4055-4060-4065-4070-4075-4080-4085-4090-4095-4100-4105-4110-4115-4120-4125-4130-4135-4140-4145-4150-4155-4160-4165-4170-4175-4180-4185-4190-4195-4200-4205-4210-4215-4220-4225-4230-4235-4240-4245-4250-4255-4260-4265-4270-4275-4280-4285-4290-4295-4300-4305-4310-4315-4320-4325-4330-4335-4340-4345-4350-4355-4360-4365-4370-4375-4380-4385-4390-4395-4400-4405-4410-4415-4420-4425-4430-4435-4440-4445-4450-4455-4460-4465-4470-4475-4480-4485-4490-4495-4500-4505-4510-4515-4520-4525-4530-4535-4540-4545-4550-4555-4560-4565-4570-4575-4580-4585-4590-4595-4600-4605-4610-4615-4620-4625-4630-4635-4640-4645-4650-4655-4660-4665-4670-4675-4680-4685-4690-4695-4700-4705-4710-4715-4720-4725-4730-4735-4740-4745-4750-4755-4760-4765-4770-4775-4780-4785-4790-4795-4800-4805-4810-4815-4820-4825-4830-4835-4840-4845-4850-4855-4860-4865-4870-4875-4880-4885-4890-4895-4900-4905-4910-4915-4920-4925-4930-4935-4940-4945-4950-4955-4960-4965-4970-4975-4980-4985-4990-4995-5000-5005-5010-5015-5020-5025-5030-5035-5040-5045-5050-5055-5060-5065-5070-5075-5080-5085-5090-5095-5100-5105-5110-5115-5120-5125-5130-5135-5140-5145-5150-5155-5160-5165-5170-5175-5180-5185-5190-5195-5200-5205-5210-5215-5220-5225-5230-5235-5240-5245-5250-5255-5260-5265-5270-5275-5280-5285-5290-5295-5300-5305-5310-5315-5320-5325-5330-5335-5340-5345-5350-5355-5360-5365-5370-5375-5380-5385-5390-5395-5400-5405-5410-5415-5420-5425-5430-5435-5440-5445-5450-5455-5460-5465-5470-5475-5480-5485-5490-5



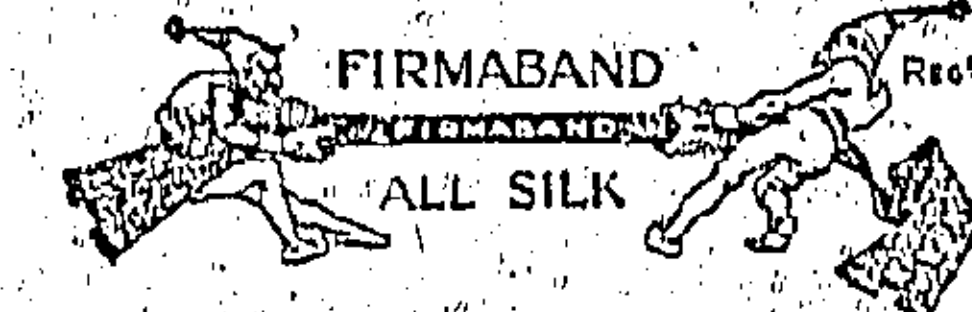
A picturesque if somewhat unusual view of the Race Course at Happy Valley after Monday's storm.



Water pouring off the Wongneichong Road, at the far end of Happy Valley. (Photo: A. Hing).

Firmaband TIE

The Best Tie Made.
The original "Firmaband" double life Necktie is woven on the straight, ensuring a firm band. It is made from heavy pure Macclesfield Silk and is unlined. There are two equal ends.

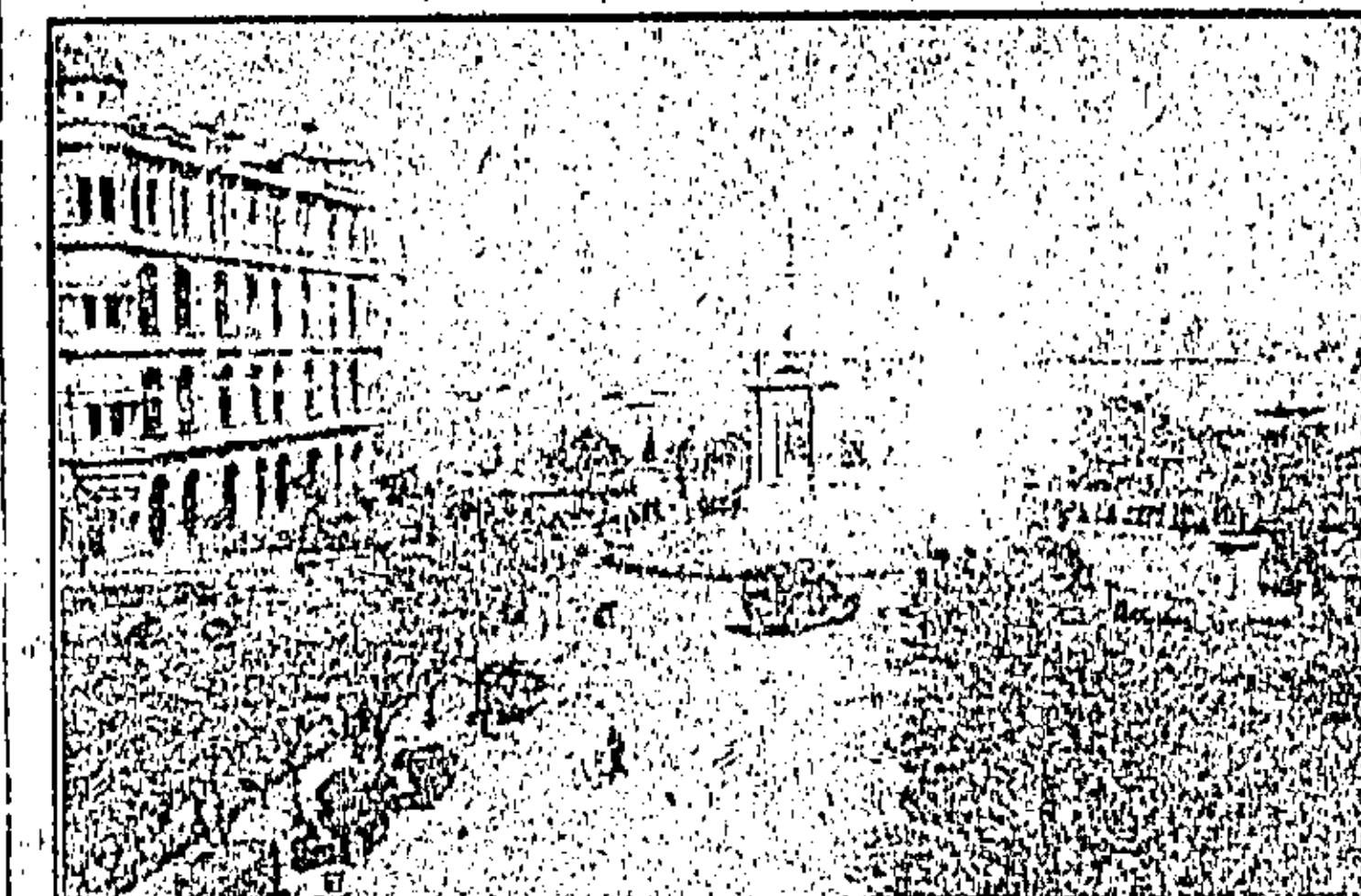


ENGLISH BLOCK PRINTED FOULARD TIES
A large selection of new effects in design and colour.

MACKINTOSH & Co., Ltd.

MEN'S WEAR SPECIALISTS
Alexandra Building. Des Voeux Road.

LATEST VIEWS OF HONGKONG



We have just published an excellent album of views of Hongkong. Price—\$3.00 each.

MEE CHUNG.

Ice House Street, and Beaconsfield Arcade.

JUST RECEIVED

Biscuits "Lefevre-Utile"

Petit beurre; Champagne, Melange choisl, melange extra rich Pétites galettes, Macarons fins, Chanoinesses, Boudoir, Melange Italien, Petit Ecolier.

"Violet" Perfume, Soap, Powder etc.

EUROPE-ASIA TRADING CO.

Grocery and Wine Department

Pedder Building, 1st Floor

Phone C. 3438

One of the most treasured possessions of friends far away is a photo of their dear ones overseas. The Ming Yuen Studio is fitted with the most modern photographic equipment and will be pleased to show you specimens of their work.

THE MING YUEN STUDIO

(Battery Path.)

Official Photographers to the "H. K. Telegraph"

WHITEAWAY'S

GENTS' OUTFITTING DEPARTMENT

LATEST DESIGNS

SILK

NEW FOULARD TIES

Navy Blue and White.
Spot and also Fancy
Designs, full end Ties
\$2.50.

BOW TIES \$1.50

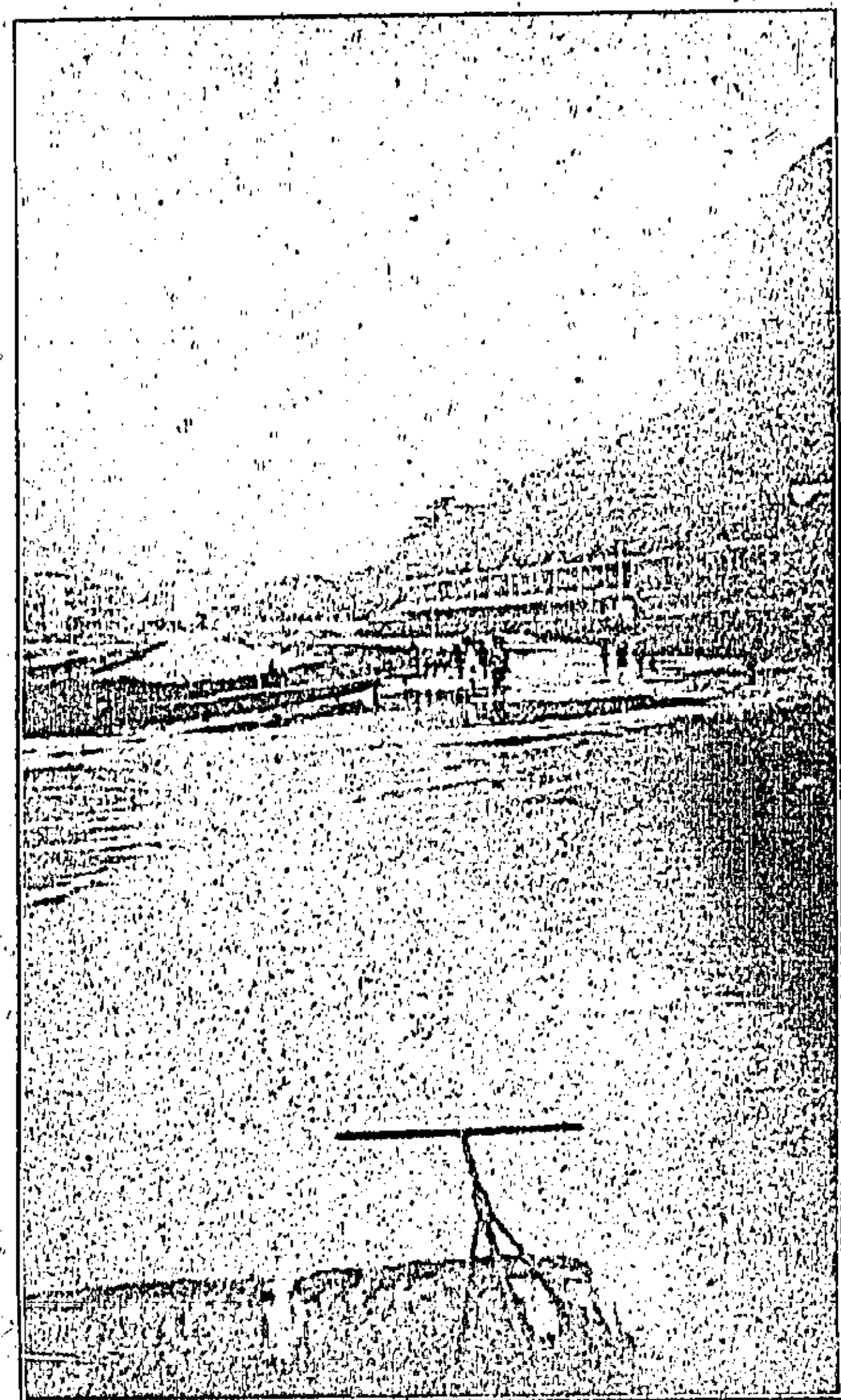
Handkerchief and full end
Ties to match \$4.75

A SPECIAL LINE

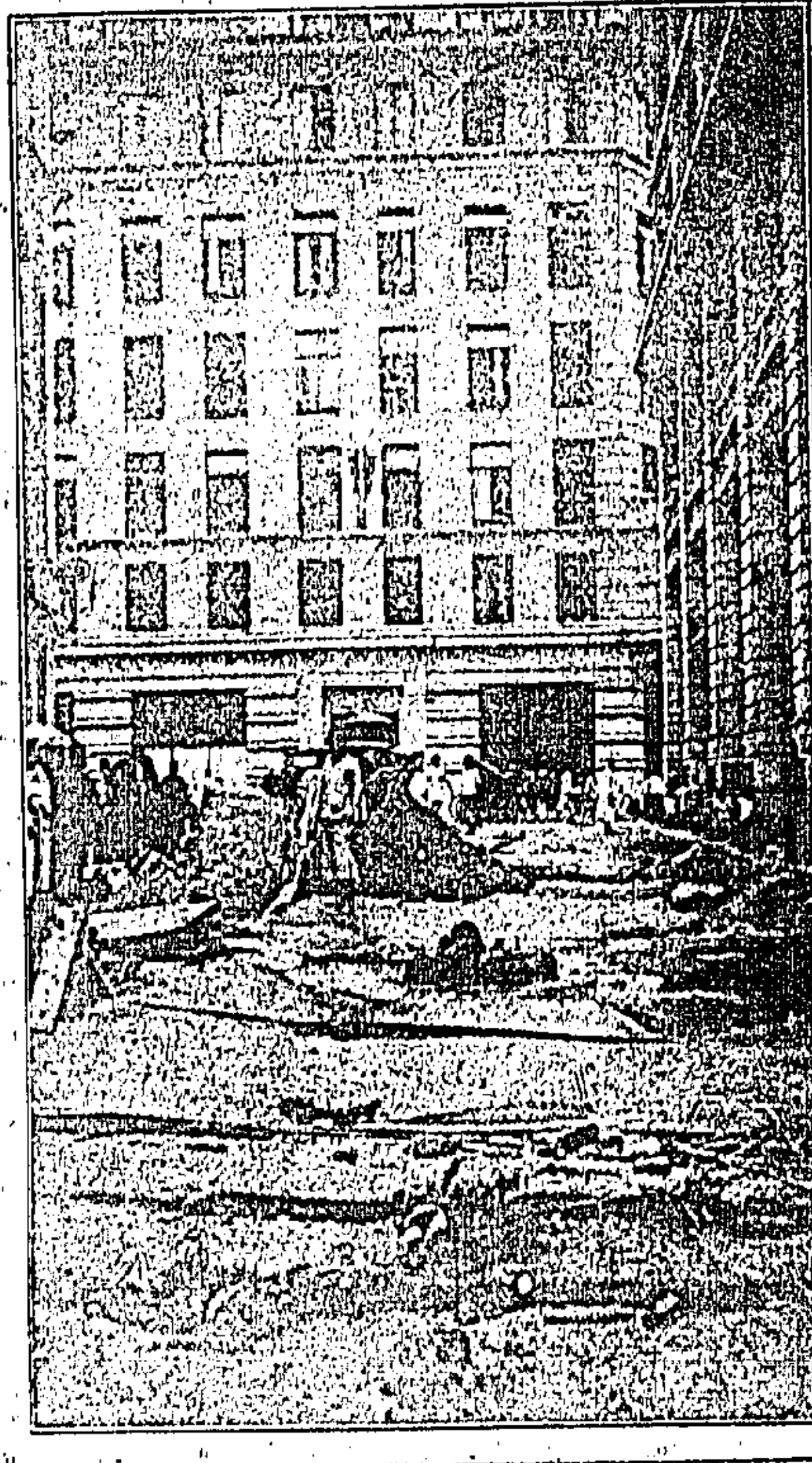
Cash's Tubular Washing
Ties neat stripes fast
Colours 5 for \$1.00

New Goods in all Departments

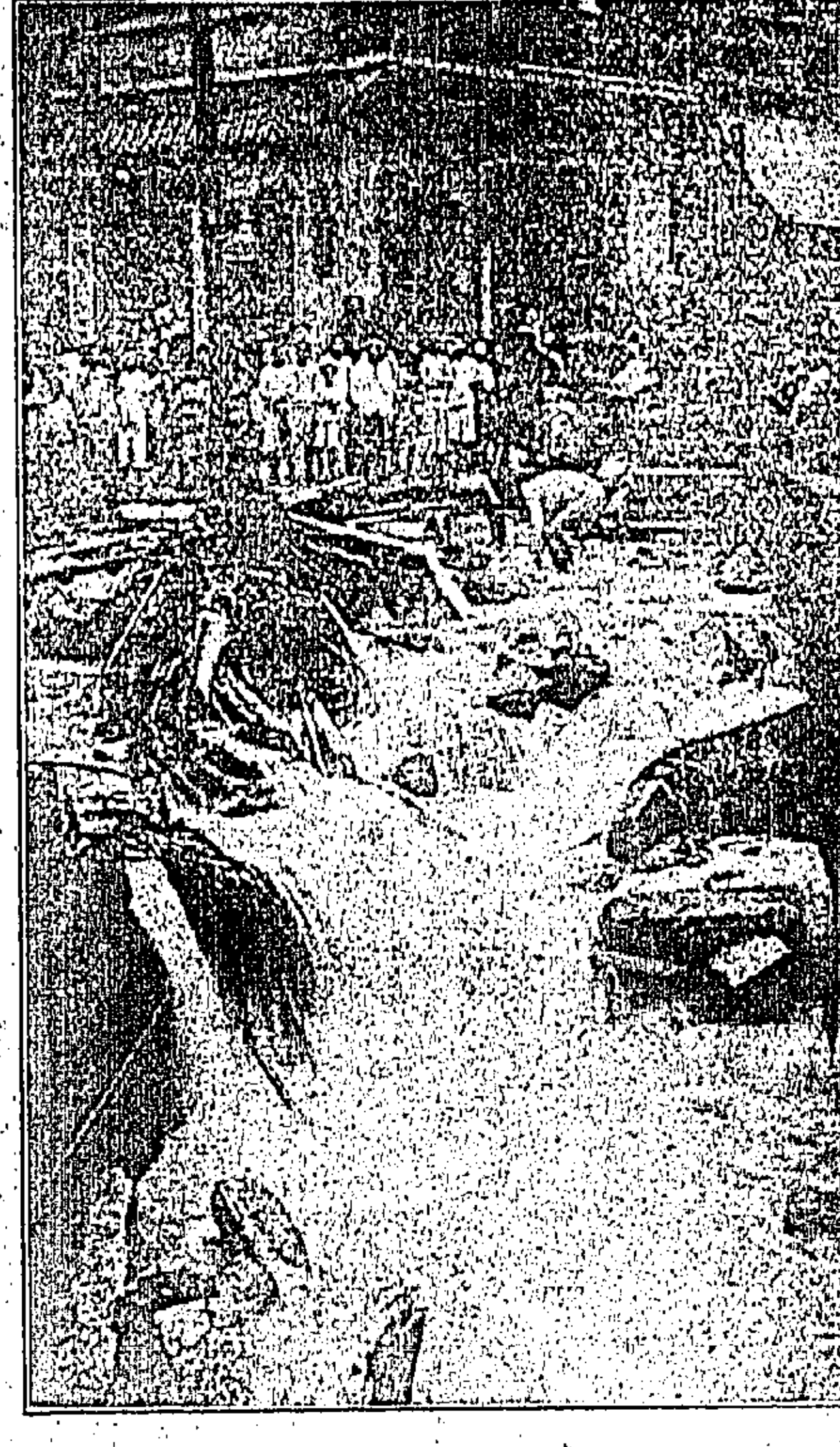
WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.



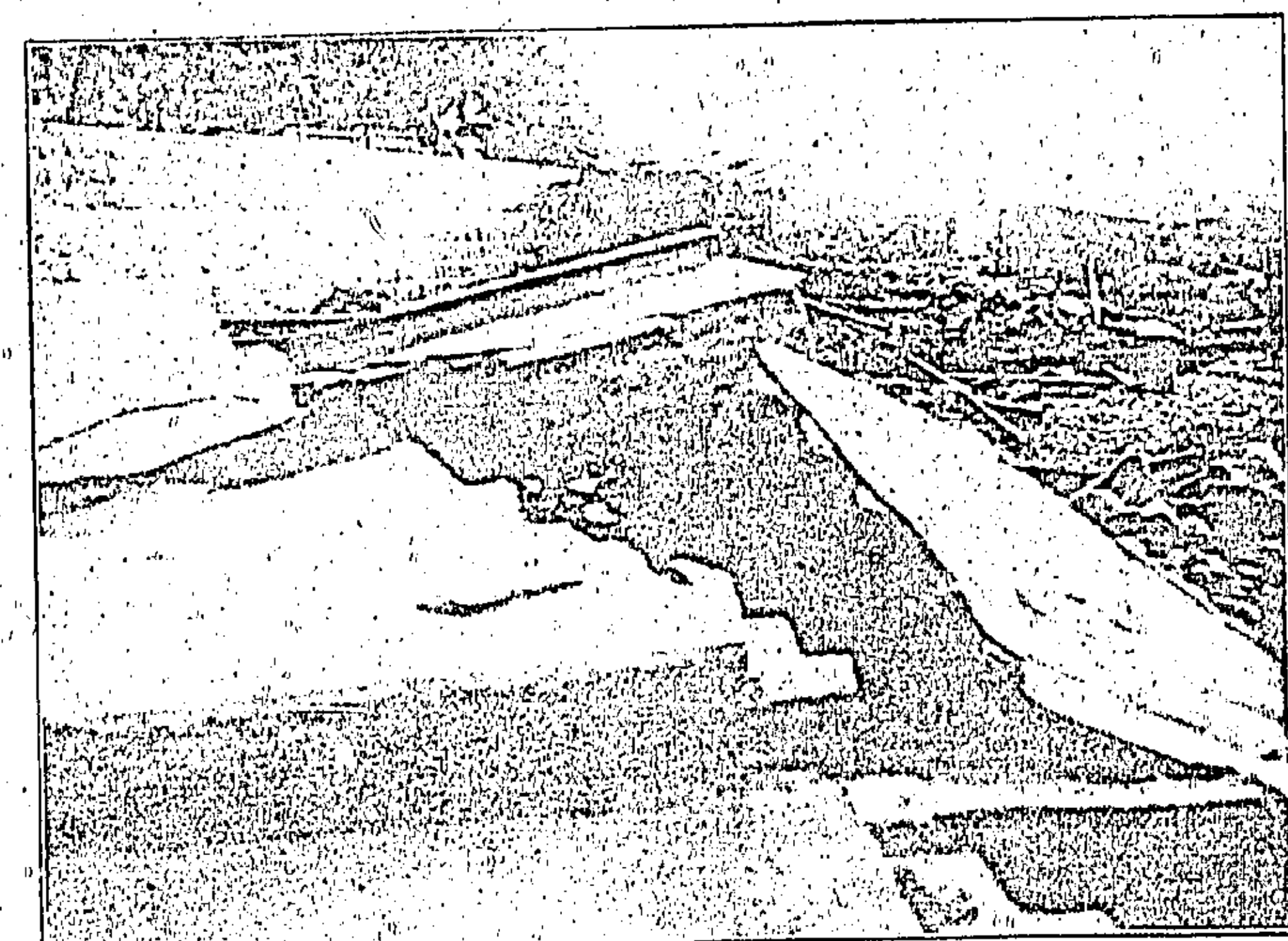
Another picture of the flooded Race Track, taken on Tuesday.



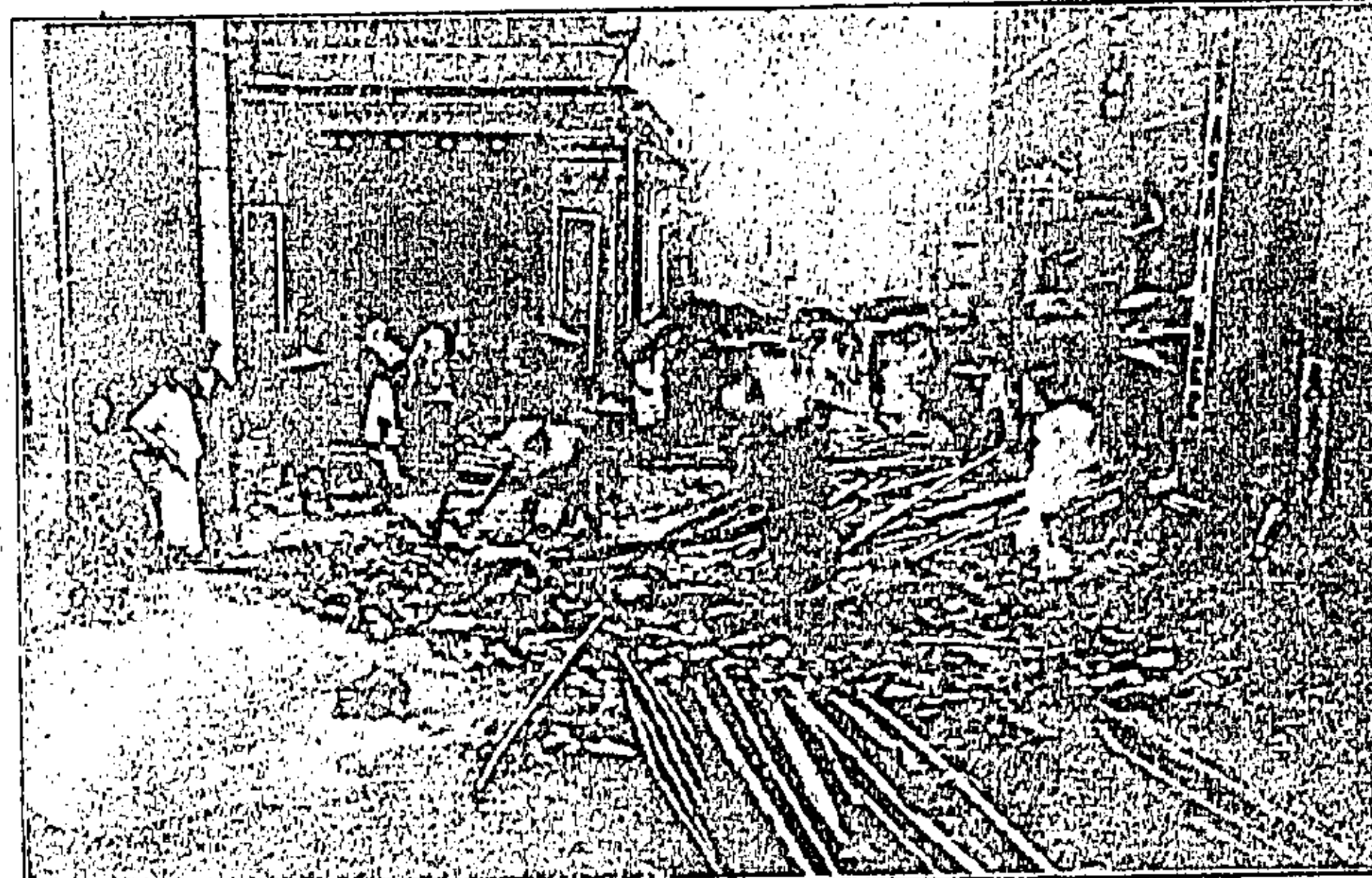
This gives a vivid idea of devastated Pedder Street.



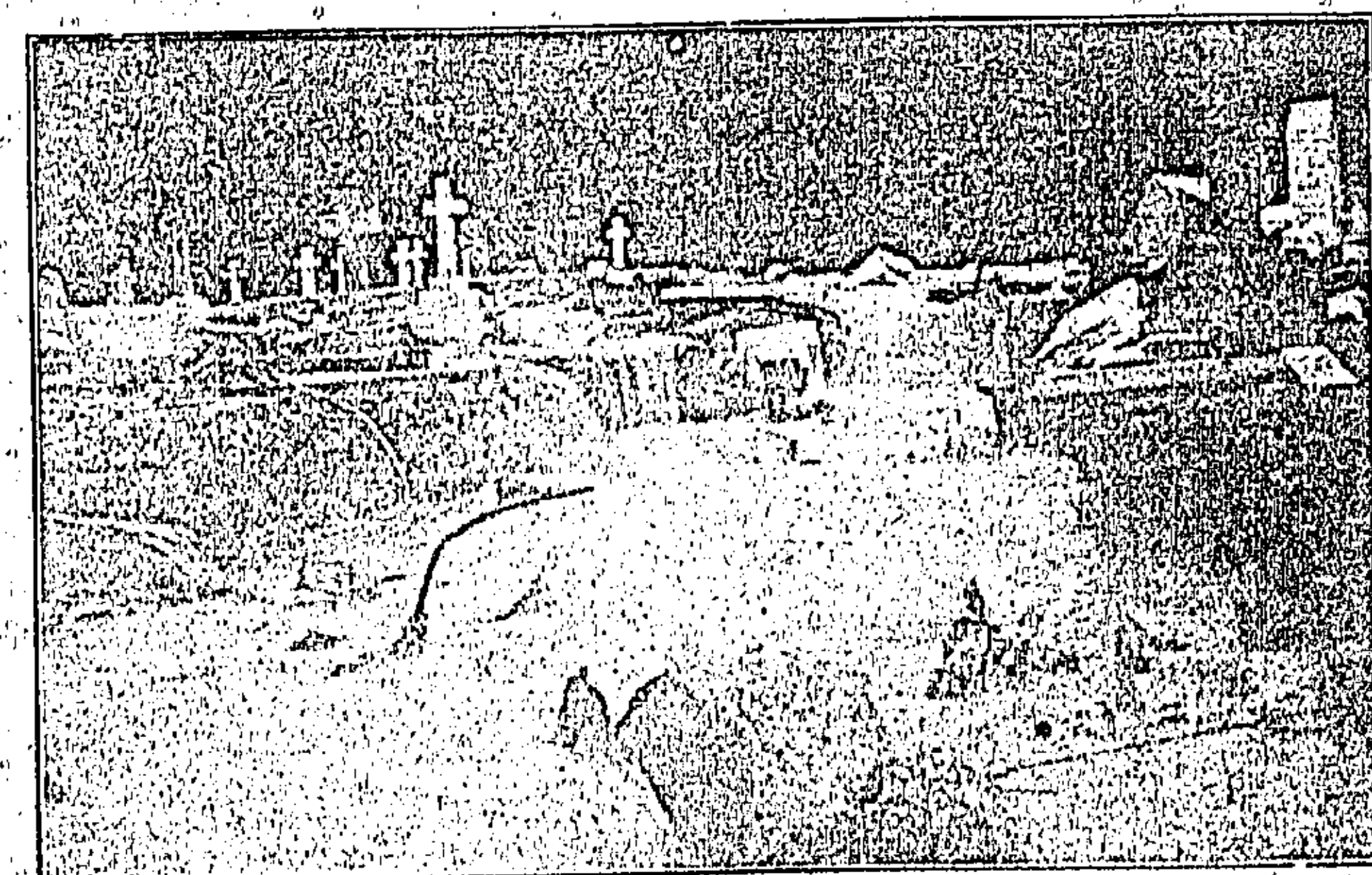
A roaring cataract in Stone Nullah Lane, opposite Wanchai Market. (Photo: A. Hing).



The force of the rushing waters is here depicted, this photograph being taken on Caine Road, below the Roman Catholic Cathedral. (Photo: Mee Chung).



A scene of devastation at the junction of Queen's Road East and Spring Garden Lane. (Photo: A. Hing).



Showing the terrible havoc wrought at the Protestant Cemetery, Happy Valley. (Photo: A. Hing).



Surreys at work on what remains of the Murray Barracks garden. It will be noticed that the wall and railings have vanished.

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)
The following replies are available in collection:—
1314, 1376, 1384, 1385, 1392, 1342, 1397, 1409, 1375, 1441, 1444, 1456, 1462, 1453, 1512, 1516, 5, 20, 21, 26, 32, 38, 42.

SITUATIONS VACANT.

WANTED.—Qualified Ship's Surgeon for two or three months. Apply H.M.H. Nemazee, Prince's Building.

FOR SALE.

FOR SALE.—Pianoforte Overstrung upright, Iron grand in excellent condition, good tones & touch made for the climate \$225. Apply Box No. 46, care of "Hongkong Telegraph."

FOR SALE.—A pair of good foot-boards for motor-cycle pillion riding passenger. Will fit Triumph or any similar make. Adjustable. Owner bought sidecar. Cheap quick sale. Offers. Apply Box 36, care of "Hongkong Telegraph."

BOARD RESIDENCE.

FAMILY HOTEL, VICTORIA GARDENS, Quiet Apartments and suites of rooms. Full Board from \$95, \$110, \$130, monthly, large commodious rooms. Also daily rates; five minutes from ferry, next new Hotel, Kowloon Road, Kowloon. Tel. K.357.

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Four roomed, FLAT, furnished, Humphrey's Buildings, Kowloon. Please apply Box No. 31, care of "Hongkong Telegraph."

TO LET.—Shop on main street in Central District and Offices in King's Park, Queen's Buildings and Ice House Street. Apply Hongkong Land Investment & Agency Co., Ltd., 11, Queen's Road Central.

TO LET.—Three ground floor FLATS, 15, 17, 19, Cameron Road, near Kingsclere, Kowloon. Three rooms, modern bath, flush system, moderate rental. Apply Hongkong Small Investors, Share and Real Estate Co. Tel. 4630.

TO LET.—Houses & Lands for sale. Mortgages arranged. Flats & houses vacant; we have good tenants immediately available for other houses & flats in suitable localities. See ads. in S. C. M. P. and Daily Press. Small Investors Tel. C.4630.

TAIKOO CLUB.

OPEN AIR CONCERT POSTPONED UNTIL FURTHER NOTICE.

FOR THIS WEEK'S

BARGAINS IN

MOTOR CARS

AND

MOTOR CYCLES.

SEE SPECIAL

ADVERTISEMENTS

IN THE

MOTOR SUPPLEMENT.

The Complete Poultry Book
"Book of the Dog"
Opera Book

Wireless for all
Ships for all
Science for all

on sale at

BREWER & CO.

Tel. C. 635. 10, Pedder St.

OPEN TILL 7.00 p.m.

NEW ADVERTISEMENTS.

NOTICE OF REMOVAL.

From the 26th July, 1926, our address will be Prince's Buildings, 1, Des Voeux Road, Central (formerly occupied by the Russo Asiatic Bank).

THE YOKOHAMA SPECIE BANK LIMITED.

C. Arima,
Manager.

HONGKONG ST. ANDREW'S SOCIETY.

The undersigned will assume the duties of Hon. Secretary during the absence on leave of Mr. A. K. Mackenzie.

R. O. SUTHERLAND.

c/o Messrs. Palmer & Turner.

G. R. NOTICE.

HONGKONG WATERWORKS.

It is hereby notified that owing to damage caused to the Waterworks, the public are recommended to boil all water used for potable purposes until further notice.

HAROLD T. CREASY.

Water Authority.
Public Works Department,
Hongkong, 21st July, 1926.

NOTICE.

J. K. YUNG PUBLISHING CO.

Publishers of the
Hongkong Illustrated Weekly.

NOTICE is hereby given that Mr. P. H. Silva is not employed by or in any way connected with either of the undersigned firms and undertakings.

J. K. YUNG PUBLISHING CO.

HONGKONG ILLUSTRATED WEEKLY.
Hongkong, 19th July, 1926.

THEATRE ROYAL

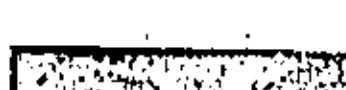
CITY HALL

By the eminent Psychologist

Prof. Maximilian

LANGSNER, M.L.C.

(KARA-IKI)



will give on

Tuesday 27th July at 9.15 p.m.

prompt.

The most convincing

demonstration of

OCCULT SCIENCE

TELEPATHY

HYPNOTISM

MAGNETISM

AUTO-SUGGESTION

HYPNOTISM OF ANIMALS

STAMMERERS CURED FREE

on the stage

Book early at MOUTRIE'S

Prices:—\$4. \$2. \$1.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING.

St. John's Cathedral, Hongkong, July 25th, 1926. St. James 8th

Sunday after Trinity, Holy Communion (8 a.m.), Matins (11 a.m.), Preacher: Rev. G. E. S.

Updell, Evensong (6 p.m.), Preacher: Rev. G. H. Hewitt, R. N.

First Church of Christ, Scientist, Macdonnell Road, below Bowen

Road Tram Station; Sunday Service, at 11.15 a.m.; Subject:

"Truth." Wednesday Evening Meeting at 5.30 p.m.; Reading

Room at above address open: Tuesday and Friday 10 a.m. to

12 noon; Monday and Thursday 5 to 7 p.m.

MASSAGE

Mrs. HANA INOKUCHI begs to notify her clients that she has returned to the colony, 6, Ashley Road, Kowloon. Tel. K. 754.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION

VALUABLE LEASEHOLD PROPERTY

situate at Victoria, Hongkong, and known as No. 6G New Praya, Kennedy Town, situate upon the Remaining Portion of Section B of Marine Lot No. 245.

TO BE SOLD BY

PUBLIC AUCTION

on FRIDAY, the 23rd day of July, 1926, at 3 o'clock p.m.

At the CHINA AUCTION ROOMS,

4, Duddell Street, Victoria, Hongkong

by

Mr. E. V. M. R. de SOUSA,

Auctioneer.

The property consists of:—

All that piece or parcel of ground situate at Victoria, registered in the Land Office as the Remaining Portion of Section B of Marine Lot No. 245 together with the Godown erected thereon and known as No. 6G New Praya, Kennedy Town. The property is held for the unexpired residue of the term of 999 years from the 24th day of June, 1892.

Annual Crown Rent \$87.47.

Area 7809 1/4 sq. ft. or thereabouts.

For further Particulars and Conditions of sale apply:—

Messrs. Johnson Stoke and Master,

Mortgagee's Solicitors,

or to

Mr. E. V. M. R. de SOUSA,

The Auctioneer.

Hongkong, 14th July, 1926.

THE AUCTIONEERING & BROKERING Co., Ltd.

4B, Duddell Street.

FURNITURE AUCTIONS

every

TUESDAY & FRIDAY,

at 2.30 p.m.

MRS. SEKAI

MASSAGE

Tel. No. C. 4433, 2nd Floor

2, Duddell Street, Hongkong.

on or about 5th August.

For Freight, Passages and further particulars apply to:—

DODWELL & Co., Ltd.

Agents;

Austral-China Navigation Co., Ltd.

YE OLD PRINTERIE

LIMITED.

BEG TO ANNOUNCE THAT THEY ARE NOW

PREPARED TO ACCEPT ORDERS FOR

PRINTING, BOOKBINDING AND ACCOUNT

BOOK MAKING OF EVERY DESCRIPTION.

ORDERS RESPECTFULLY SOLICITED.

CHINA BUILDING BASEMENT

Entrance Facing QUEEN'S THEATRE

Telephone 3797.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on WEDNESDAY,

the 28th July, 1926,

commencing at 2.45 p.m.

at No. 8, Middle Road, Kowloon.

A Quantity of Valuable

Household Furniture.

(Particulars as per Catalogue.)

On View from Tuesday, the 27th July, 1926.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

HUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS.
IMPORTERS, EXPORTERS &
GENERAL BROKERS.

CONSIGNEE NOTICES.

AMERICAN & MANCHURIAN

LINE.

From NEW YORK.

The Steamship,

"MALVERNIAN,"

having arrived, Consignees of Cargo

by her are hereby informed that all

Goods are being landed at their risk

into the hazardous and/or extra

hazardous Godowns of Holt's Wharf,

whence Delivery may be obtained.

No Claims will be admitted after

the Goods have left the Godowns, and

all Goods remaining undelivered after

30th July, 1926, will be subject to

Rent.

All Claims against the Steamer

must be presented to the Undersigned

on or before 6th August, 1926, or they

will not be recognized.

All broken, chafed and damaged

Goods are to be left in the Godowns,

where they will be examined on any

Tuesdays or Fridays, between the

hours of 10.45 a.m. and Noon, within

the Free Storage Period of one

week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned

by

THE BANK LINE, LTD.,

General Agents.

Hongkong July 24, 1926.

A bride who went on strike in

the middle of the marriage ceremony,

"downed ring," and walked out

of the Registry Office, created

consternation at a Devonport

wedding. She had come from the

North of England, after an engagement

of some years. "I didn't like

the witness," she told a "Daily

Chronicle" representative in

explanation of her action. I

didn't know who they were going

to go on, and we were married

afterwards elsewhere." The

bride, a pretty brunette, is a

miner's daughter, and according to

one who was present at the Registry

Office, described the ceremony as

"bally rot." All she wanted to do

was to sign the marriage register; it was explained.

\$4,000 DAMAGES.

(Continued from Page 1).

the influence of drink upon any other occasion. The words used in fact suggested to him and would suggest, he thought, to any ordinary member of the public, that the plaintiff was a habitual drunkard or at least something very like it. On the evidence he had no hesitation in saying that the charge was untrue. The words under this head were therefore, in his opinion, defamatory and had not been justified.

On the sixth charge his Lordship said that the statement of plaintiff's first wife was relied upon as proof that plaintiff led a fast life in Peking. She was, however, clearly a prejudiced and rather bitter witness and he was not disposed to rely very much on her evidence. In his Lordship's opinion so far as the charge concerned the life of the plaintiff before he came to Singapore there was no proof that the words used were true. The other and more serious allegation was that plaintiff's fiancée had come to his room in the High School and stay with him in the room till late at night. There had been no allegations of misconduct during any of these visits nor had he in terms been asked to assume it. A further point was made under this head, namely that plaintiff, while not divorced from his first wife was living in sin, as it was called, with his second wife. As he had no evidence of Chinese law of divorce and could not tell whether the paper signed by the parties was good divorce or not in China he was unable to come to any satisfactory conclusion on this point. He could, therefore, only say that the allegation that plaintiff was living an immoral life in living with his present wife was not proved. In his Lordship's opinion the evidence did not justify the statement that the plaintiff freely indulged in the vice of lust. That the plaintiff was indiscreet was clear, and that the lady was in his room later and more often than he admitted might possibly be true. But most of the witnesses were obviously hostile and, apart from that, not very reliable and further, there was not a single suggestion of misconduct. He found, upon the whole, that the charge that the plaintiff freely indulged in the vice of lust was not proved. The seventh and last charge was only a general statement covering the particular charges preceding it, and he thought he need not give any finding upon it inasmuch as the findings upon the previous charges covered it.

MITIGATION OF DAMAGES.

It was clear, the Chief Justice proceeded, that in consequence of rash and untrue statements made by the defendants the plaintiff's reputation had been injured. Damages, however, were assessable upon the whole case. In mitigation of damages, he found that defendants were not actuated by malice; that defendants had justified in some degree; and that the plaintiff who, in his position as Principal, should have been meticulously careful in his conduct, was in some matters very indiscreet and went far to provoke the hostile comments published by defendants; nor was any special damage pleaded and it was not apparent that plaintiff would lose his position as a result of the action. These considerations must be taken into account in assessing the amount of damages recoverable and the amount claimed in the writ (\$10,000) was, he thought, a very generous estimate on the plaintiff's part. Taking the whole circumstances of the case into consideration and weighing them to the best of his ability as a jurist he assessed the damage to the plaintiff's reputation at \$4,000.

Judgement for this amount was entered against the defendants severally and jointly.

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BRITISH REPLY TO CANTON.

(Continued from Page 1).

band facing Shameen, and this demonstration included armed troops from the military academy. During the course of this demonstration fire was opened at Shameen from the Shakeside.

SHAMEEN SHOOTING.

We notice that in the statement of the Chinese delegation, an attempt is made to pass lightly over the question of responsibility for the first shooting. It is suggested that it is a point of "secondary importance" and "is not a capital issue" and stress is laid instead on the intensity of the fire returned by the people who found themselves thus attacked. But we consider that the question of whose act gave rise to the tragedy is of vital importance, and on this point we must insist that not only the evidence of British and French witnesses attest the fact that the shooting began on the Chinese side, but there are also on record written statements by the Danish and Swedish Consuls, and American citizens, who were present at the time, and assert definitely of their own knowledge that the first shots were fired from Shameen. The shots were returned in self-defence by the British and French forces on Shameen, who explained above, had reason to believe that an attack on the island was intended, and in this one action it may be noted that the statement of the Chinese delegation does not attempt to explain why the British have been made the sole objects of resentment for incidents in which they were not the only foreigners concerned.

The deaths and casualties caused amongst the Chinese on June the 23rd are a matter for sincere regret, but the grave responsibility for the sacrifice of those lives must rest with those who wantonly began the attack, and with the Chinese authorities, who disregarding the folly and danger of their action, allowed inflammable material to be placed ready to the hands of agitators seeking for an opportunity to cause a conflagration.

The Chinese delegation, in their definition of the ensuing boycott of British trade, have implied that this movement is a voluntary abstention from all commercial relations with the British, and they add that the boycott has been sustained by the Chinese people for more than a year. With great respect we say most emphatically that that definition and that statement are entirely at variance with the facts.

THE BOYCOTT.

The abstention is not a voluntary one. It is imposed on an unwilling people by a small but powerful organisation of persons who maintain the boycott by force of arms and who do not hesitate to shoot down their own fellow countrymen when the latter try to continue those normal relations which ought to exist between close and friendly neighbours, and which will certainly, sooner or later, burst through the artificial and economically unsound barriers which prevent their free action at present. It would be easy to test the correctness of this assertion, and we are quite sure that if these barriers were



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COUNCIL OF "STONE IMAGES."**BITTER ATTACK ON SPORTSMEN.**

Stormy scenes and acrimonious exchanges marked the 102nd annual meeting of the Royal Society for the Prevention of Cruelty to Animals at the Central Hall, Westminster.

A climax was reached when the Hon. Stephen Coleridge, in proposing a motion of regret that the society had refused the legacy of £10,000 bequeathed to it by the late Mrs. Grove Grady, referred to the members of the council of the society as "stone images, sitting in ignoble immobility by the road of progress."

Conditions.

He declared further that they had "given proofs of their support of all those cruelties which Mrs. Grove Grady abhorred" by refusing the legacy, which was offered on condition that all members of the council and all secretaries of branches should be antivivisectionists and opposed to all forms of sport involving the pursuit and death of animals.

"It is high time that this society formulated its attitude towards hunting," said Mr. Coleridge. "So long ago as 1907 a committee was appointed to report and advise on the whole question of cruel sports; but it has never reported to this day, and the whole question has been shelved. I regret to find that followers of these sports have made their way on to this very board before us now."

Lord Banbury, in replying on behalf of the council, said that it was, under the terms of the will, absolutely impossible for the acceptance of the bequest to have been entertained.

"The King, our patron, shoots," he declared. "The Prince of Wales, our president, is an ardent huntsman, and has said that hunting is the finest sport of all. Lord Lambourne, our chairman at the time the will was proved, both hunts and shoots; and so do at least half-a-dozen members of your council. Lord Dancsfort hunts and shoots. I shoot and hunt. Would you entirely change the whole constitution of the council for this one legacy?"

There were cries of "Yes!" and an outburst of interruptions.

"Are we to get rid of the King, the Prince of Wales, then Lord Lambourne, and last and not least, myself?" asked Lord Banbury, who added, amid further interruptions, "In any case the bequest has been definitely refused some time ago, and the money is now no longer available."

Lost.

Other speakers suggested that Mrs. Grove Grady had left large sums to other humane institutions without any conditions attached, she had not intended that the R.S.P.C.A. should accept the request, and had merely desired to "draw an object lesson." Mr. Coleridge's motion was eventually lost by thirty-six votes to thirty-one.

An acrimonious note had early been introduced into the proceedings when Mr. Hubert Stevens, speaking on the motion to re-elect retiring members of the council, asked whether it was a fact that Lord Dancsfort's chief recreations were hunting and shooting.

Lord Dancsfort replied, "That is perfectly true. I consider that hunting and shooting can be carried on without unnecessary cruelty."

At this there were loud hisses and considerable applause. The chairman appealed for order, but it was some minutes before proceedings were resumed.

Lord Banbury proposed a motion that the society should be empowered to consider the advisability of incorporating the society by royal charter. Mrs. Penn Gaskell then moved an amendment that, "in view of the fiasco of 1906 and 1907," nothing should be done until members had a year to consider the position a great deal more fully.

Denounced.

She denounced Lord Banbury for attempting to shift the responsibility of the council on the shoulders of the members, and declared that the action he proposed "reminded her of the confidence trick." There was a great deal

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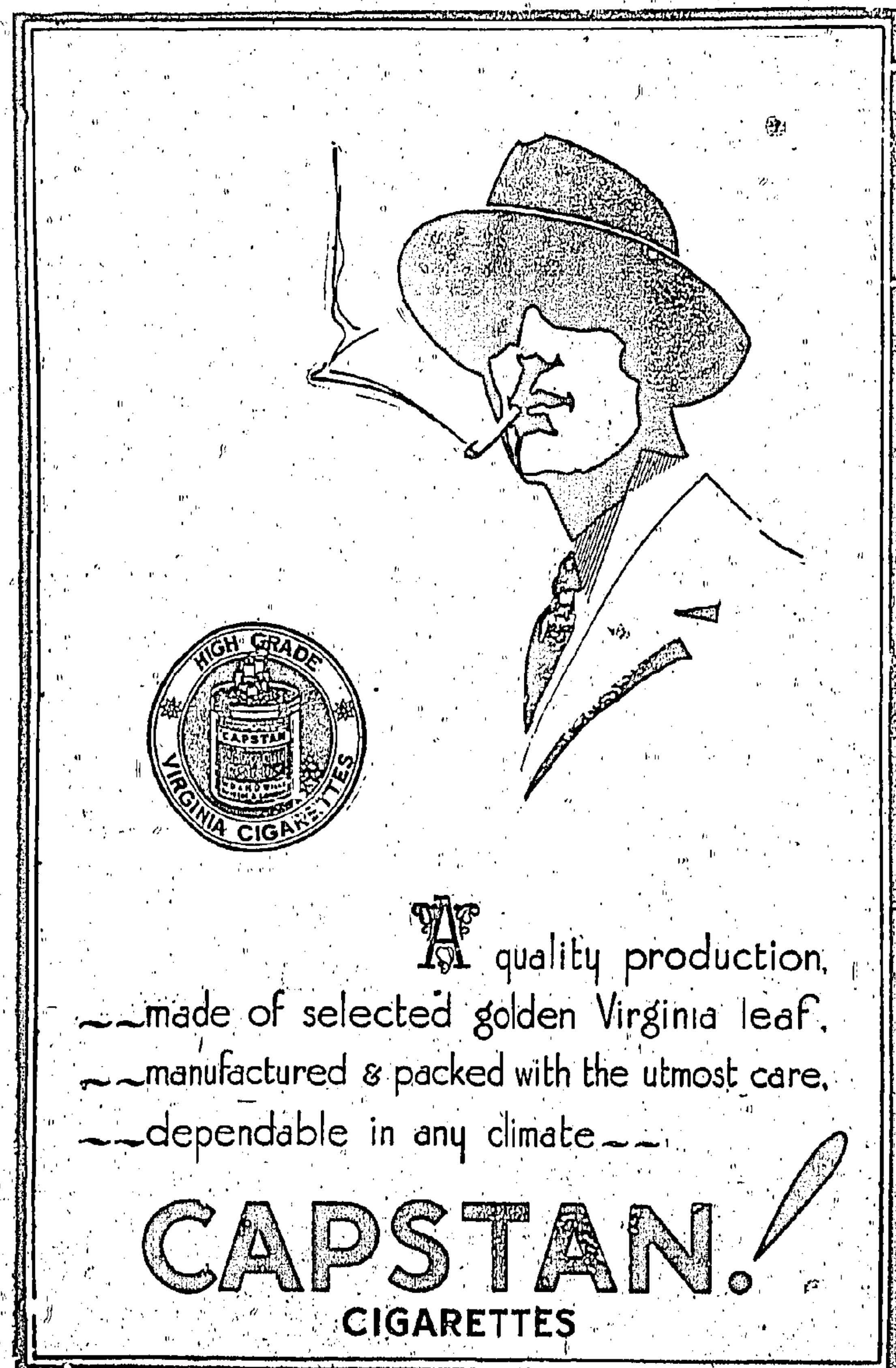
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of interruption throughout. Mrs. Penn Gaskell's speech, but her amendment was finally carried by 34 votes to 19. Towards the end of the meeting Lady Simon, in the course of a long speech on the export of old horses to the Continent for butchery, declared that it was a terrible thing that the society's campaign against this traffic should have practically ceased until a few weeks ago. A resolution hoping that the council would explain the reasons for the cessation of the work was carried. The proceedings eventually closed amid considerable uproar.

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The Rev. Patty Horn, aged nineteen, is the champion of youth as pastor of the Church of the Disciple of Christ in Promise City, Iowa.

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Miss Patty is the daughter of a minister. She taught in Sunday school as soon as she could take the "cradle class," showed herself the born leader of the Young People's Society, and more than a year ago preached her first sermon from her father's pulpit.

"The modern girl," according to Miss Horn, "is blamed because she seeks to make an attractive appearance. How can you blame her for that personal pride? Every girl has a right to be attractive. Bobbed hair is becoming to the average girl. It is easier cared for than long hair. It is sensible. Skirts of medium shortness are sensible, too. They permit the girl to lead the active life she is accustomed to lead. They are more dainty, more healthy and cleaner."

"Cosmetics have their rightful place in the life of the girl, but their use should be reasonable. Who wants to see a girl painted like a circus parade? Who does not prefer a powdered nose to a shiny one?"

"I do not think the youth of to-day is going to the devil by lighting express. The youth of to-day wants amusement, and will seek amusement. It rests with others what this amusement shall be."

Pretty Miss Patty, therefore, organises games for her ever-increasing congregation of young people, and caters for the interests of the older folk who are coming in larger and larger numbers to her church.

"I encourage dancing. I have never danced with a man, but I do not see why a girl should not dance with a man if the dance is purely an innocent pastime. Dancing can serve an evil purpose; so can a motor-car."

"I do not like my young women to be smoking, drinking, swearing, jazzing and joy-riding. Joy-riding is immoral. It teaches boys and girls to regard frivolously the most sacred and pure of all things. It teaches them to be cynical about love. It induces them to become blasé, worldly-wise and old before their time."

"My young people get greater and purer fun from their games, puzzles, and contests."

SILK STOCKING CAT BURGLAR.

EXPLOITS IN WEMBLEY DISTRICT.

A woman cat burglar, who dresses fashionably and wears light silk stockings, is "operating" in the Wembley district.

Miss Gaynor Aldous, who lives in Harrowdene-road, recently told how she foiled the woman burglar.

"I was sitting in my bedroom," she said "when I saw a woman climbing up a ladder placed against the back window of the house next door. At first I thought it was one of the occupants of the house, but when she looked up I could see she was a stranger."

"As soon as she noticed me she hurried down the ladder whereupon I ran out of my room and downstairs."

"As I was hurrying down, I heard a crash as though the woman had fallen from the ladder, and when I got into the garden she had climbed the hedge at the bottom of the garden of the house next door and was making off across some fields. I gave chase, but she escaped over the railway line."

Miss Aldous added that the woman was about 5ft. in height, fashionably dressed in a navy blue costume, with a light felt, tight-fitting hat, light silk stockings and black shoes, and was about 25 years of age.

It is suspected by the police that she has been responsible for burglaries recently committed in the district, when similar methods were employed.

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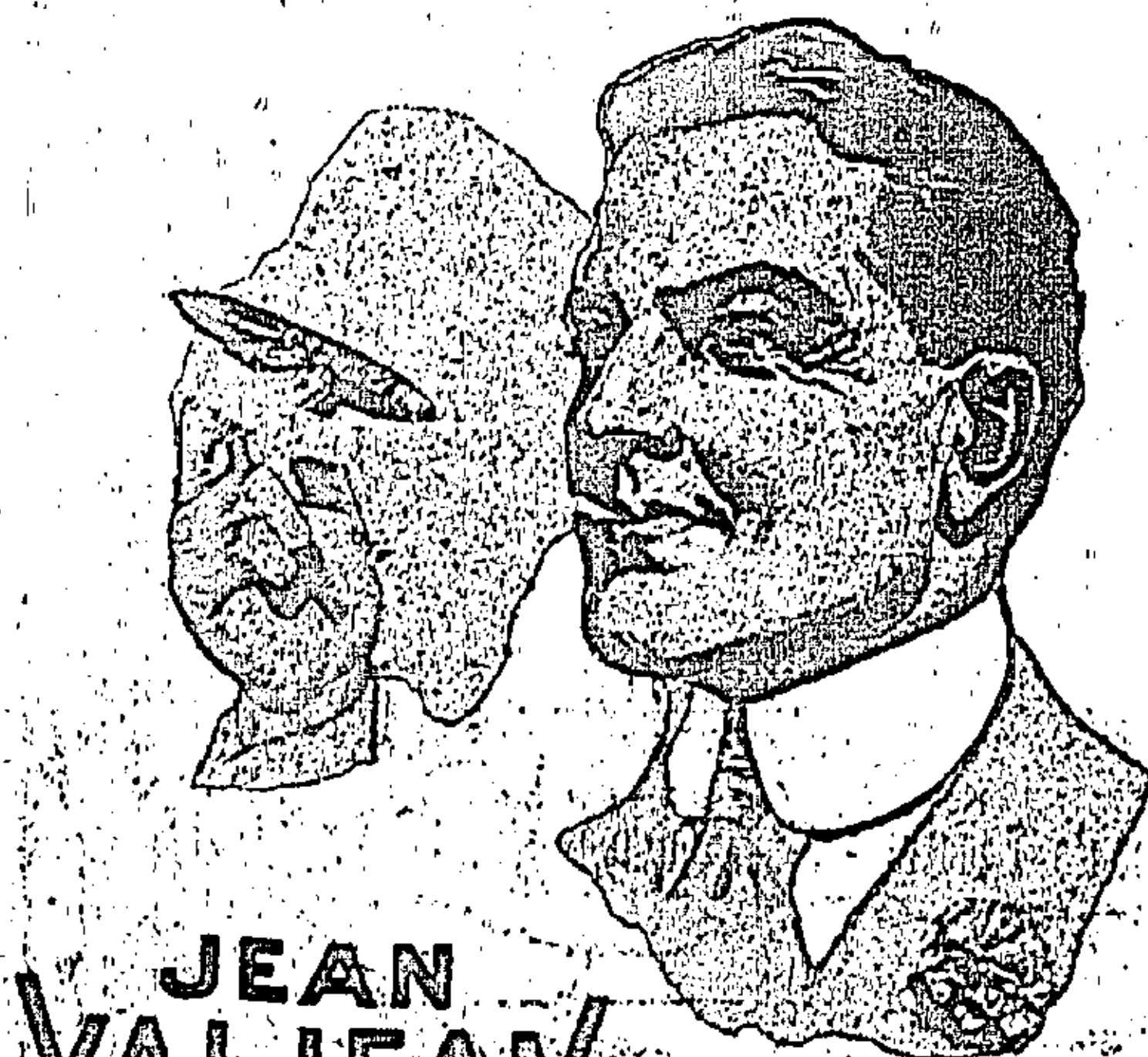
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CAFE PARISIEN CASE.

SCUFFLE IN CAFE DESCRIBED.

Further evidence was taken at the Central Magistracy yesterday in the Cafe Parisien Case, which arises out of incidents on the night following the celebrations of the French Republic Anniversary. Mr. L. G. Taylor, the manager of the cafe, is charged by the police with disorderly conduct, and Mr. J. L. Durand, the proprietor, is also similarly charged by the police. He is summoned by Mr. and Mrs. Taylor for assault and using bad language.

Cross-examined yesterday, Mrs. Taylor denied that she was anxious to push the sale of liquor in the cafe. Mr. Durand referred to the alleged slapping incident and said he knew how to behave with ladies, but slapped was no laughing matter.

Mrs. Taylor Called.

In evidence, Mr. Taylor said he had been in China since 1914 and had never been charged or been in a police court either here or elsewhere.

Mrs. Taylor was then called, and she spoke of how Mr. Durand abused her and subsequently kicked her. She said he kicked her in the stomach and that she was told to get out of the cafe. She intimated that she was waiting for the letter which had been promised.

Mr. Durand also pushed her while she was in the lobby and aimed two other kicks which brushed her dress. She persisted about the letter, and Mr. Durand called Madame Landau, who was sitting in the lobby, to go upstairs and write two letters, one for Mrs. Taylor and one for her husband.

Fifty Pages If Necessary.

Describing the incidents of the afternoon of the 14th, witness said Madame Flint told her she was no good and that she didn't want her. About seven o'clock in the evening she demanded a formal letter from Mr. Durand, and he agreed to give her one. He also said he would give her fifty pages if she wanted. Nothing else was said at that time and Mr. Taylor was not present.

Referring again to the incidents of the disturbance, witness said when Mr. Durand went upstairs after the conversation about the letter, she remained in the lobby. She then went to the front door and called her husband, telling him what happened.

Mr. Taylor asked where Mr. Durand was, and on learning that he was upstairs, followed. "Later," continued witness, "Mr. Durand came rushing downstairs like a bull at a gate and grabbed hold of me."

Blood On Dress.

Witness produced the dress she was wearing at the time, and said there were blood-stains on the collar. This had been in the hands of the police since the time of the incidents.

When Mr. Durand came down stairs she tried to stop him coming near her. He dashed into the street, Mr. Taylor following down the stairs. Witness got hold of her husband as she thought the fighting had gone far enough. Mr. Robertson then came across the street and a police officer appeared on the scene.

Witness said she had never seen her husband act before, as he did on that occasion, and thought he lost his senses temporarily.

Questioned about the wine she had that night, Mrs. Taylor said she and her two companions had one bottle of champagne at dinner. She then went to the cinema, and on returning had another bottle of wine. Five people were present when that bottle was used.

Liquor Sales.

Mr. Hugh Jones: What do you think is the most paying part of the cafe?—I should say the liquor part.

Were you particularly anxious to push the liquor part?—No. When people come into the cafe do you consider it good business to sell as much wine and as many drinks as possible?—They get what they ask for.

Did you make a boast that night that you had sold \$200 worth of champagne for Mr. Taylor?—Most certainly not.

Supposing a witness comes and says so?—I should say the witness was lying. How could I sell \$200 worth of wine? This is a cafe, not a cabaret. I don't take wine round on a tray.

Mr. Hugh Jones: There is such a thing as the art of salesmanship?—I don't know what you mean.

Did you first ask Madame Flint for a letter?—No. I knew she couldn't write one.

Champagne Business.

Mr. Taylor said that in view of the serious allegations made at a previous hearing regarding the amount of drink he had he thought it was incumbent upon himself to prove that he was not given to drinking to excess. He asked whether he could call Dr. Black who examined him.

Mr. Lindsell pointed out that he had told Mr. Taylor before that he could subpoena Dr. Black.

Mr. Taylor said he did not think it necessary at that time, but had been trying to see Dr. Black that day. In view of the police evidence, however, he was prepared to waive it.

Madame Landau was re-called and questioned by Mr. Hugh Jones. Witness stated that she heard Mrs. Taylor say "I have brought in business for over \$100 worth of champagne and people don't appreciate it."

A Wet Evening.

Mr. Hugh Jones next called Mr. A. H. Rowe and Mr. C. Hugo, who said they were among the guests dining at Mr. Durand's table on July 14. There were six people altogether but during the evening three others joined the party.

The cost of the drinks consumed by the guests was defrayed by Mr. Durand who signed all the bills. He was not intoxicated.

In answer to Taylor both witnesses said they had previously been in the cafe and had seen him, Mr. Taylor, but he was never under the influence of liquor.

His Worship: I suppose it was a wet evening?

Mr. Rowe: I would not say so.

What! The French festival day and you would not call it a wet evening?—I would not say it was. Opinions might differ on a wet evening.

Reference to a "Scandal."

Mr. Durand was then called. He said that he was part owner of the Cafe Parisien, Madame Flint being his co-partner.

On July 9, witness gave a dinner to the employees of the cafe, and Mr. and Mrs. Taylor were present. The evening was brought to a close at 11 p.m. on account of a "scandal," which witness said he would not like to mention if it were possible. The trouble was caused by Mrs. Taylor.

Since the arrival of Mr. and Mrs. Taylor they had not been satisfactory. They started drinking on the very morning of their arrival.

Witness referred to the incident regarding the non-arrival of the band and said he spoken to Mr. Taylor about it. He held him responsible because he was the manager. Witness denied that he abused Mr. Taylor when he discovered that the band had not fulfilled its contract.

Slapping By Ladies.

At 7 o'clock that evening Mrs. Taylor approached witness and said that Madame Flint had ordered her to look after the linen instead of the service-bar. She asked witness for a letter to that effect. Witness explained that the letter referred to by Mrs. Taylor was not a letter of dismissal.

Mrs. Taylor was told to wait till the following day when she would be given a letter.

When witness first saw the two sailors in the lobby it was then after twelve and he was very angry with Mr. Taylor for allowing them there after the closing hour. He asked Mrs. Taylor where her husband was and she again demanded her letter.

Replying to further questions witness said Mrs. Taylor slapped him twice, but he denied that he kicked her. Excitedly he said "I was born in a civilised country and know how to behave with ladies." Witness said it was no laughing matter to be slapped even by a lady. He merely put one foot and his hands out in self-defence.

Struck With a Chair.

Witness then went upstairs to type Mrs. Taylor's letter and asked Madame Landau to go upstairs with him and bring the letter to Mrs. Taylor as he did not want to see her again.

Taylor then entered and struck him with a chair. During the scuffle he cut his hand on a broken window.

Continuing witness said: "I wanted to avoid any further trouble. I did not want to catch him by the neck and break him to pieces, so I went down stairs and Mrs. Taylor attacked me again. Thinking that she would slap me I held out my hand. That explains the blood being on her clothes."

Witness said he then went outside and saw a policeman. He was later asked to go to the police station. He asked for a chair and went peacefully. Witness denied assaulting Sergeant Hayward.

Special Constable.

Mr. Hugh Jones: You were a special constable?

Witness: Yes, I was the first and only French special constable. And being a special constable you would not think of striking a policeman?—Yes.

His Worship: He ought not to think of striking a policeman.

Mr. Hugh Jones: He says he would not.

His Worship: But you put it to him that he would not.

Mr. Hugh Jones: And he agreed. His Worship: He ought to have. The case adjourned until Monday afternoon.

OBITUARY.

BROOKLYN BRIDGE BUILDER.

New York, July 23.

The death is announced today of Colonel Washington Roebling, the builder of the Brooklyn Bridge. —*Reuter's American Service.*

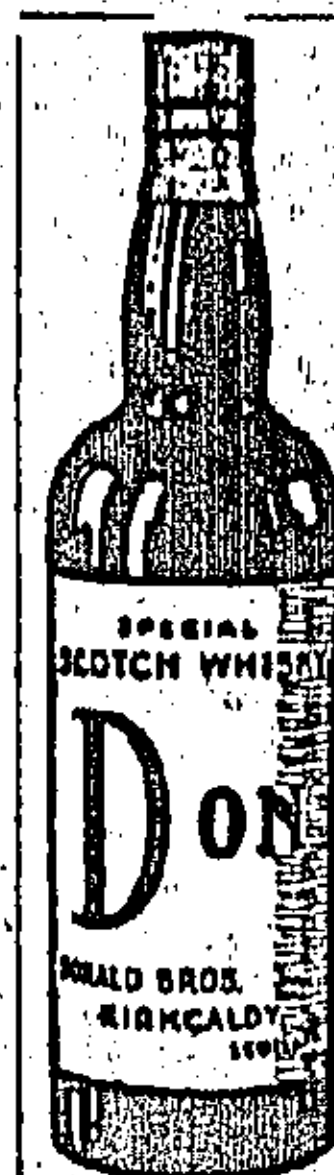
COBHAM'S FLIGHT.

ARRIVAL IN CALCUTTA.

Calcutta, July 23.

Alan Cobham has arrived here. —*Reuter.*

Zaro Agha, aged 153, believed to be the oldest person in the world, lies ill in the Djerrah Pasha Hospital, Stambul. He fell ill while carrying out his duties as beadle at the offices of the municipality.



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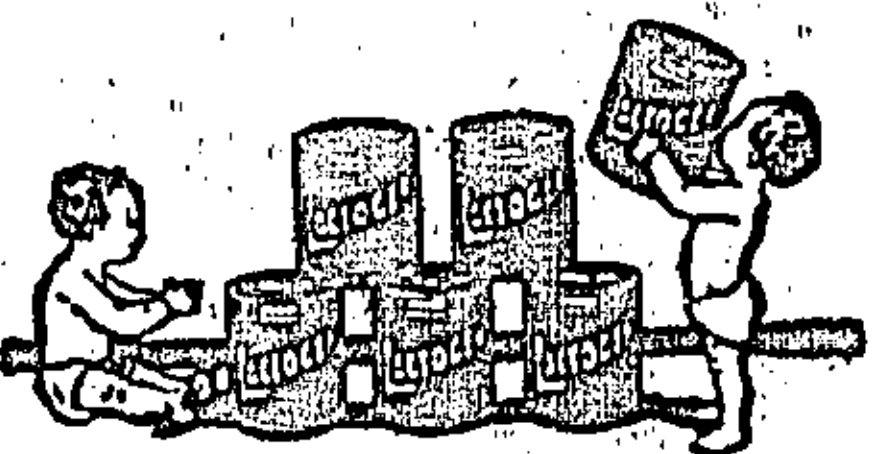
Hongkong.

FRECKLES AND HIS FRIENDS

Oscar Thinks It's an Animal

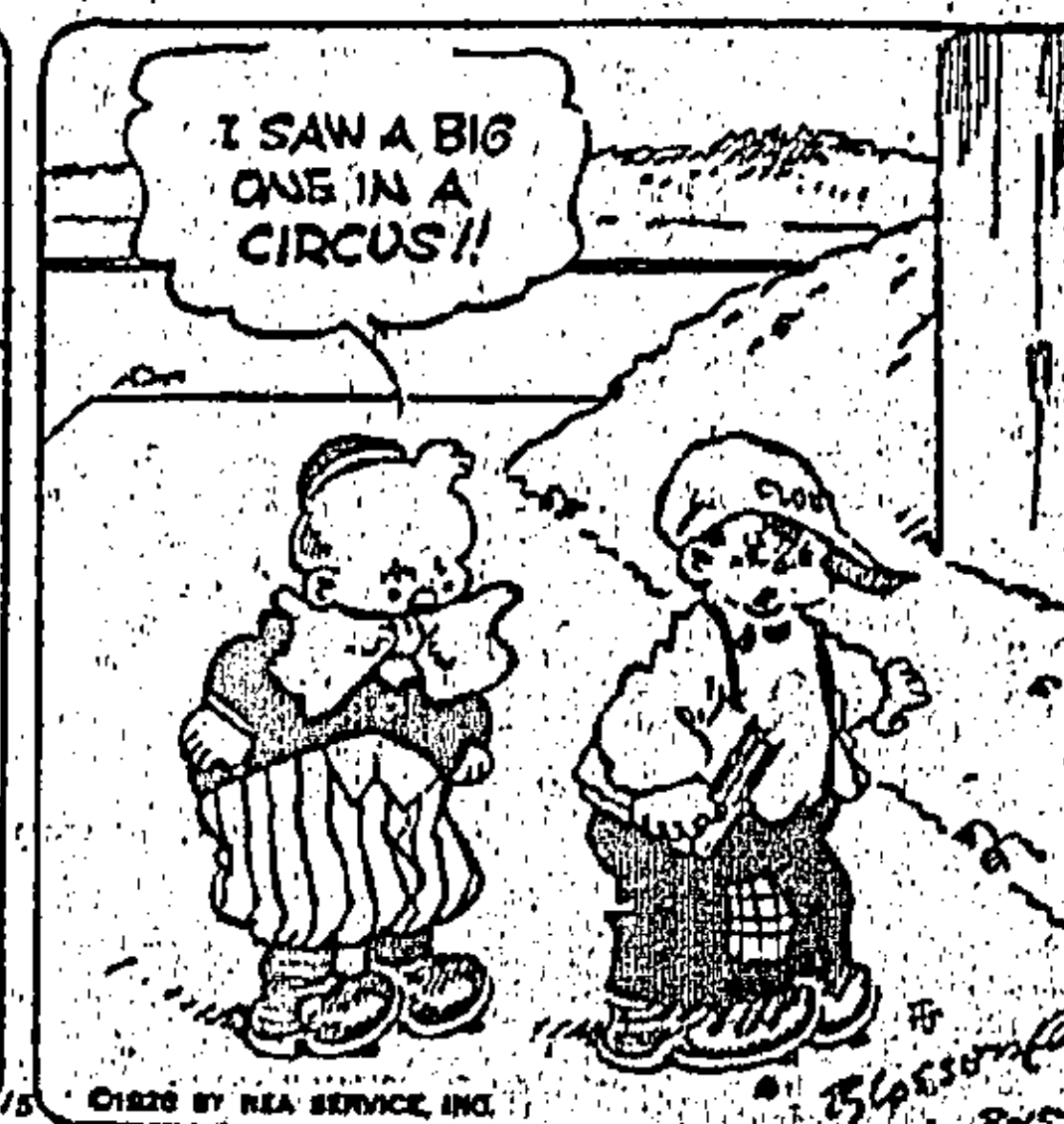
By Blosser

NESTLE'S



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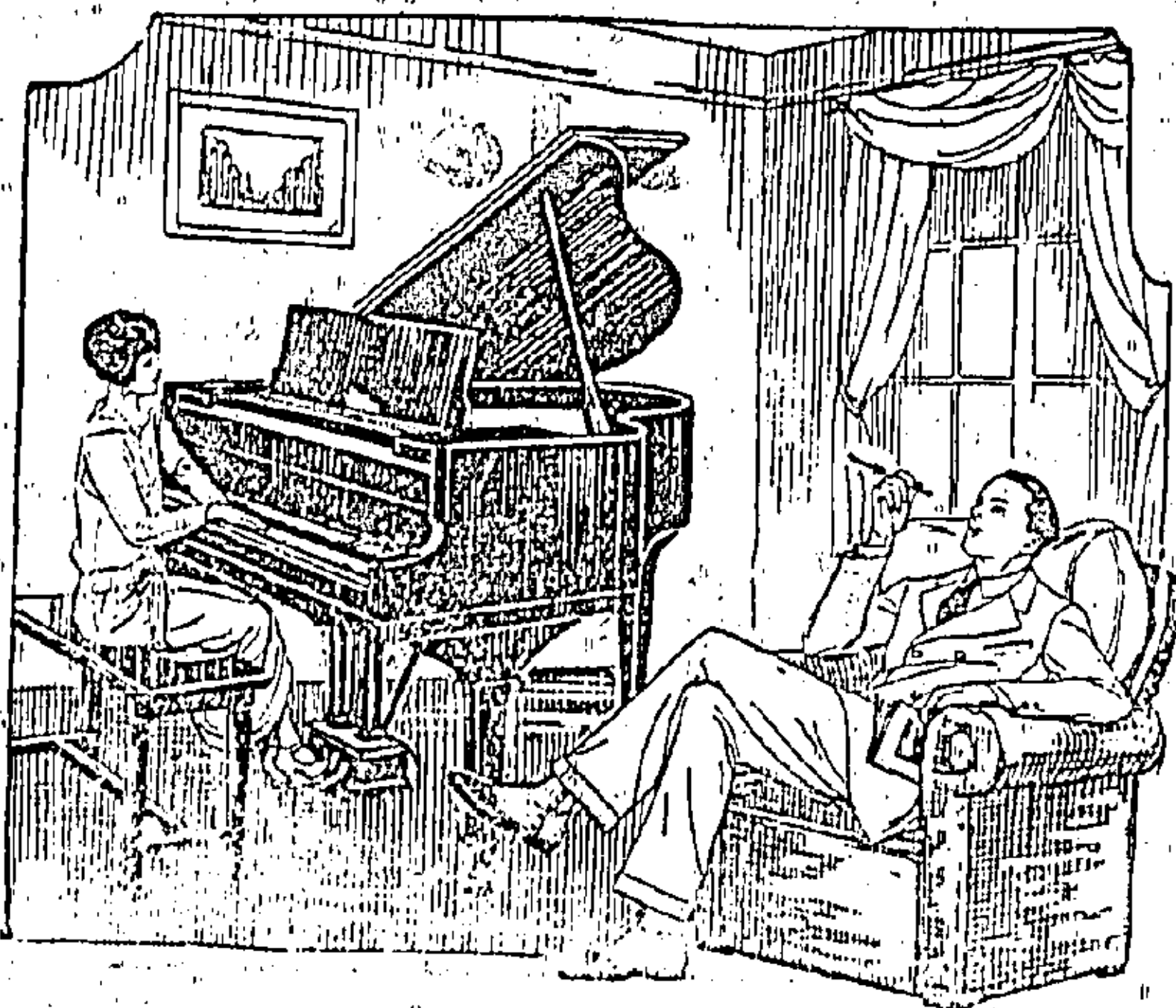
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A MOUTRIE PIANO

It carries the inspiration of the old classics, as well as the entertainment of the modern jazz wizards. It is a perfect companion for those intimate evenings at home. And when young hearts gather for a good time, the Moutrie Piano is "the life of the party."

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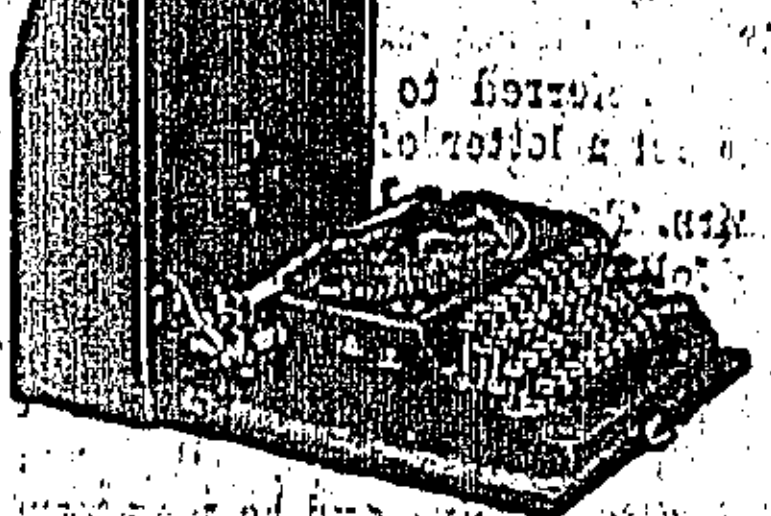
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The Telegraph

SATURDAY, JULY 24, 1926.

BATHING FACILITIES.

That the Committee of the Kowloon Residents Association is still doing useful work on behalf of the community across the harbour is evident from the many subjects covered in the latest communique issued by that body. Ever since it was started some years ago, the Association has been giving close attention to the needs of the peninsula, and we are glad to note that a spirit of enterprise and practicality continues to be shown by its officers—men who, without hope of reward of any kind (beyond the appreciation of the community and the authorities), are willing to give their time and energies in the performance of civic work. Prior to the coming into existence of the K.R.A. no local organisation existed of a like character, with the result that any matters which needed remedying were left to individual complaint by those affected. At present, there are three Residents' Associations in the Colony, which perform extremely useful work in acting as a link between the public and the Government, and, without in any way disparaging the activities of the others, it must be conceded that the Kowloon Organisation has come into a position of considerable importance, in many respects similar to that of a municipal body at home. It deserves well of the community which it serves, and there is every reason why all eligible residents should on its membership roll.

Amongst the several matters dealt with in the latest report is the question of improving the bathing facilities on the other side of the harbour. Considering that Kowloon is a peninsula, with some quite good stretches of beaches at various points, the present facilities are far from what they should be. No doubt the Bathing Beaches Committee, which has recently been considering the whole subject of the Colony's bathing provisions, will eventually put forward some proposals regarding Kowloon, but in the meantime it is interesting to see that the K.R.A. Committee has been looking into the matter. The suggestions made for improving the facilities as Castle Peak are much to the point, and we hope that it will be possible for the Govern-

ment to fall in with the suggestions made. There is certainly a great need for a covered parking-place for motor-cars, which at present have to be left out in all manner of weather, to the detriment of the vehicles, whilst the suggestion to pipe fresh water to the matcheds is also an excellent one. Castle Peak, however, is too far away for those wishing a daily bath, and it is therefore to be hoped that the proposal for converting Tai Wan Bay into a public bathing beach, with proper accommodation for those who wish to use it, will be put into effect.

The time has certainly come when the whole question of the Colony's bathing facilities needs attention, and we are looking forward to some recommendations by the Committee recently appointed to consider the subject. This is a subject which gets raised periodically, but generally at the beginning of a bathing season, when it is too late for any really radical improvements to be made. For this summer, therefore, it may not be possible to do much, but we trust that long before next season there will be put into operation some schemes whereby the advantages of living in a place like Hongkong may be enjoyed to the full by the public without the necessity of any great outlay on its part.

Promises Honoured.

For the second time within this month, the Government has voted sums of money to the dependents of those who lost their lives through carrying on their customary work during the "strike" period, in spite of threats against them by those who sought to intimidate the Colony's workers to a standstill. As far back as June, 1925, the Government undertook to pay \$2,000 to the family of any person who lost his life as a direct consequence of being engaged in carrying out his customary work, and there is no doubt that that offer stiffened many willing workers who otherwise would have been afraid to stay at work. Two motor drivers were murdered on the Shek-O Road because they failed to leave work and the Government has paid their families \$2,000 each. In March last, a bomb was thrown among some Kowloon Dock workers at Hung-hom as they were returning to work after the mid-day meal interval, as the result of which one man was killed and eight others injured. That outrage was directly connected with the boycott and the Government has decided to make good its promise and has made a grant of \$2,000 to the family of the man who was killed and has made appropriate compensation payments to those who were injured. We trust that these acts of just and honourable dealing on the part of the Hongkong Government will be given as much publicity as possible in the native press, because it is eminently desirable, in face of the tremendous amount of lying propaganda which goes on against any and every thing British, that the Chinese should know that the Hongkong Government is one that keeps its word and honours its promises. Further than this, it is of much value that the Colony's loyal workmen should feel that they have behind them the full weight of the Government and that if anything untoward happens to them as the result of their loyalty, their families will not be left in want.

EXCHANGE RATES.

	Rugby, July 23.
Paris	208 3/4
Brussels	204 1/2
Amsterdam	12.10
Berlin	20.43
Copenhagen	15.35
Vienna	24.40 1/2
Helsinki	19.34
Lisbon	247/32
Buenos Aires	46 1/2
Shanghai	2/10 3/4
New York	11 1/4
Geneva	48.51 1/2
Milan	25.12 1/2
Stockholm	14.18
Oslo	22.15 1/2
Madrid	16.4 1/2
Bombay	7.51/32
Hongkong	2/2 1/2
Silver (spot)	20.11/10
Silver (forward)	20 1/2

—British Wireless.

DAY BY DAY.

WRONG CANNOT HAVE A LEGAL DESCENDANT.—Thomas Paine.

Tenders are being invited for repairs to steam launch No. 1 Fire Float.

Comdr. F. N. Miles, O.B.E., has been appointed to H.M.S. Hawkins as Fleet Navigating Officer.

The Credit Foncier D'Extreme-Orient have removed their offices to the 4th floor of the French Bank Building.

His Excellency the Governor has appointed Mr. Donald Burlingham to be a Deputy Superintendent of Police.

It is notified that the name of the Leon' Ham Steamship Company, Limited, has been struck off the Register.

His Excellency the Governor has appointed Mr. H. A. Nisbet to be Official Receiver in Bankruptcy, during the absence on short leave of Mr. D. W. Tratman.

Passengers arriving yesterday from the north by s.s. Ranpura included Major General C. C. Luard, C.B., C.M.G., Mrs. Luard, Major J. Macready, Lieut. R. Q. F. Johnston, Mr. R. B. Roxburgh and Mr. C. B. Shank.

His Excellency the Governor has appointed Mr. R. A. C. North to act as Secretary for Chinese Affairs and Registrar of Marriages, during the absence from the Colony of the Hon. Mr. E. R. Hallifax, C.M.G., C.B.E.

Word has been received in Shanghai of the death of Mrs. Percy Morris. Mrs. Morris was formerly Mrs. Johnstone, mother of Mr. John Johnstone, former head of Ewo in Shanghai, and of Mrs. N. W. Hickling.

Sir Sidney Barton was entertained at dinner at the Majestic Hotel, Shanghai, last Friday night, his hosts being the Presidents and Vice-Presidents of the four British national Societies of Shanghai together with the Chairman and Vice-Chairman of the United Services Association and Zuo Club.

The body of a foreigner was recovered from the river near Han-kow a week ago on the 18th. It is believed to be that of Mr. P. I. Swet, of Messrs. Gillespie and Sons, who disappeared some time ago. At the time of his disappearance Chinese spoke of a sampan accident in which a foreigner was concerned.

Nominations for the vacancy caused on the Legislative Council by the absence of Sir Henry Pollock, K.C., who represents the Justices of the Peace, closed on Thursday. The only nominations were Mr. C. G. Alabaster, K.C., and Dr. W. V. M. Koch. The election takes place at the Registrar's Office, Supreme Court, on Monday afternoon.

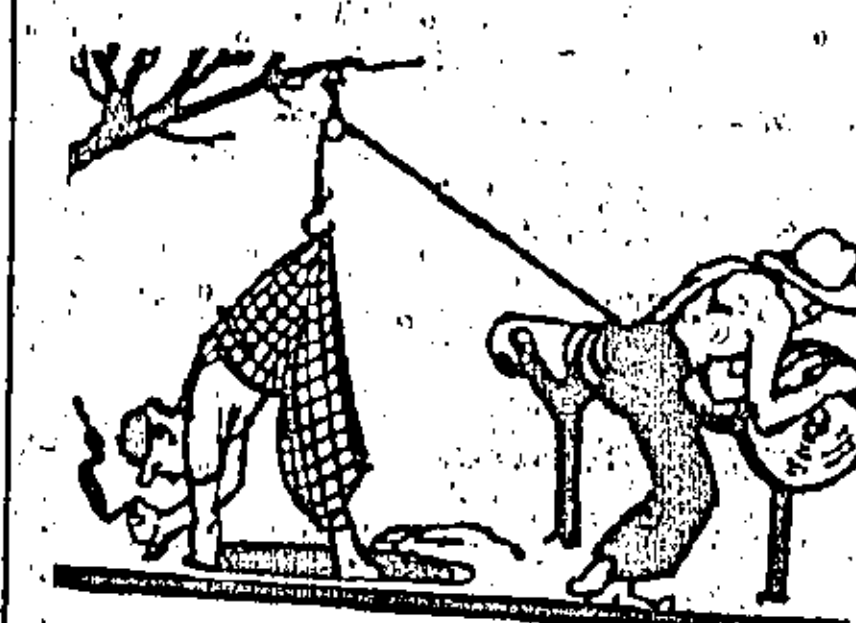
Mr. W. W. Hornell, Vice-Chancellor of the Hongkong University, returned to Shanghai on the str. Kungwo on the 18th inst. from up the river, where he had made a trip to Chungking. On the way down the steamer ran on to a bank in a highly flooded state of the river and remained there for some time, though fortunately she was got off again without any harm being done.

A Peking message of July 17th states:—Co-operation of British Chambers and Associations in China and London is signalled in the appointment of Mr. E. M. Gull, for the past seven years secretary of the Associated British Chambers of Commerce in China and Hongkong, to the secretaryship in London of the recently organized China Committee and the joint secretaryship of the China Association.

Commander Peal, Harbour Master, Penang, had an unpleasant encounter with his labour whilst bringing back a dredger from work in the South Channel. Our correspondent wires that Commander Peal left Penang with a few odd ratings and made up the complement of the crew with the remainder from Port Swettenham. These men stated that they had come from Singapore. They made excessive demands, including an eight-hour day, but Commander Peal stood firm and discharged the whole lot. With great difficulty he got together a scratch crew and came to Penang.

MIXED GRILL & A Merry Miscellany Ashley Sterne

It is the hope of Dr. Gann, the eminent Maya authority, who has lately been exploring the cave of Loltun in Yucatan, that his researches may end in his finding an equivalent to the Rosetta stone, which would enable him to decipher the ancient Mayan hieroglyphics with which the walls of the cave are covered. I only hope that, once celebrated archaeologist and Egyptologist, Professor Pittenger Rottenbiller of Potzdam, won't insist upon thrusting his fingers into the pie. For, while giving him full credit for his epoch-making discovery of the missing eye of Cleopatra's Needle many years ago, it is quite clear to those who know him (as I do) that he is long past being capable of practising active archaeology to-day. The American Geographical Expedition had endless trouble with him last year when they were excavating Ur of the Chaldees. In an endeavour to find Jacob's well, the old idiot was



for ever boring holes all over the place, falling down them, and wasting the time of the Expedition in extricating him. As they told him more than once: "To Ur is human, but to fall in is vile."

I see it reported that "the tobacco crop which a Hampshire farmer is experimentally raising promises to be an excellent one." As I never believe a tobacco crop's promises, I must regretfully decline to take any notice of this preliminary "puff."

In a barber's shop near Piccadilly "mud massage" for rejuvenating the face" figures on the menu. I haven't tried it yet, because hitherto I have obtained gratis all the facial "mud massage" I want merely by standing in Piccadilly Circus on a typical English summer day and letting the motor-buses splash me. All the same, I think I shall have to give this enterprising barber a trial if only to test the rejuvenation side of the matter. I suppose the motor-buses chuck up the wrong sort of mud, for I cannot honestly claim that so far they have rejuvenated my features to any extent worth mentioning. The best I can say is that, they have so thickly plastered my face that I might be taken for almost any age between eighteen and eighty.

Talking of mud reminds me that that old fool, Professor Barmon Crumpett, is shortly off on his annual visit to Mudbaden, in Upper Magnesia, to take a course of mud baths. His great devotion to science has, I fear, caused him to become somewhat slovenly in his habits, with the result that last year at Mudbaden (where of course, he is a very familiar figure) he was dreadfully offended when one of the bath attendants asked him, as he stood clad only in a loin-cloth: "Has the Herr Professor had his bath or is he waiting for it, Heini?"

Much interest was caused in the Zoo the other afternoon by the sight of a lorry carrying what appeared to be a double-bed mattress, from which steam was

rising in dense clouds. Subsequent inquiry elicited the information that it was merely a steam-heated mattress.

A DIED OF SUMMER.

Or, *Itylus Up-to-Date.*

"Swallow, my sister, O sister swallow!"

Thus Algernon Swinburne once did sing.

Concerning those fleet migratory birds

Which meet 'mid the eaves in some

Which summer has trod on the heels

Of spring.

And flash through the sunlight in

Joyous herds.

"O swallow, sister, O rapid swallow!"

Thus Swinburne again to that bird

Did say.

And he likened its heart to the

Leaf of a tree.

And I in Algernon's footsteps follow,

And copy his burthen for my brief

Day.

The sincerest form of flattery.

"Swallow, my sister, O sister

swallow!"

I urged to the "bird" I had taken

Out.

To afternoon tea, (as I'd often

done).

"O swallow, sister, O rapidly

swallow!"

My voice had risen to a frantic

shout.

"What a time you take to eat a

cream-bun!"

I am informed that for some

time past cotton fabrics have been

slowly but surely ousting silk from

popular favour. I cannot say

whether or not this is true, for I,

of course, function in quite an

other branch of this soft goods

market. But I sincerely hope it

is, for then my dear old cotton

pyjamas (1897 model) will be in

fashion once again. I don't mind

telling you in confidence that for

upteen years past I have gone in

slightly-dread of fire or burglary,

not because of possible loss of

household treasures, but because

of my *démodé* costume. It would

be a dreadful thing for me if, on

account of my rushing out in night

attire to order a fire-engine or a

police man, it got about that I wore

cotton pyjamas; and you know

what gossiping firemen and police-

men are. My living would be

gone. Editors would hurl my un-

reasonable assumption that a

man who could be guilty of wear-

ing cotton pyjamas would be quite

capable of attempting to palm off

Charles Lamb or Milton as

original work. I remember how

they treated poor Moseley

Eyewash, the brilliant young

Society paragraphist, when they

discovered that he wore elaste-

sided boots. They absolutely

tabooed his work, with the result

that he eventually laid his head

upon the permanent way of the

Southern Railway line, and perier-

ly, miserably of prolonged starva-

tion.

One of our London dailies hav-

ing recently announced that a

suitable theatre is being sought

for a season of Russian *Ballets*

in the autumn, I am requested to

state that should arrangements

be satisfactory concluded, they

will not interfere with the usual

autumnal series of Queen's Hall

Ballet Concerts.

"NO NO NANETTE'S"

WINDFALL FOR INVESTORS
IN PLAY.

Profits of the musical play "No No Nanette," were mentioned in the King's Bench Division recently.

A libel action had been brought by the producers, Messrs. Clayton and Waller, of Charing Cross-road, W., against Variety Incorporated, an American company, and Mr. J. Low, of St. Martin's-place.

The libel complained of was a paragraph in the journal "Variety," which read:—

Despite the enormous success registered by "No No Nanette" at the Palace there is apparently little profit to be divided among stockholders. The combinations of rental and sharing terms with the house, coupled with the expensive

cast and production, have left comparatively little. Nor does the management anticipate any huge dividend in the near future. According to one report, one of the investors endeavoured recently to realise on his stock at par, and found no takers.

Mr. Low was London's correspondent of the paper but denied responsibility for the paragraph.

Mr. Melville, (of the producers), said they put up \$5,500 capital, and \$37,000 was found by some 80 separate individuals.

By June 3 last the whole of this \$14,500 and a further \$79,750 had been repaid to the investors, and there was still \$20,000 in hand.

The play was still running, there were four touring companies, and still future profits were accruing.

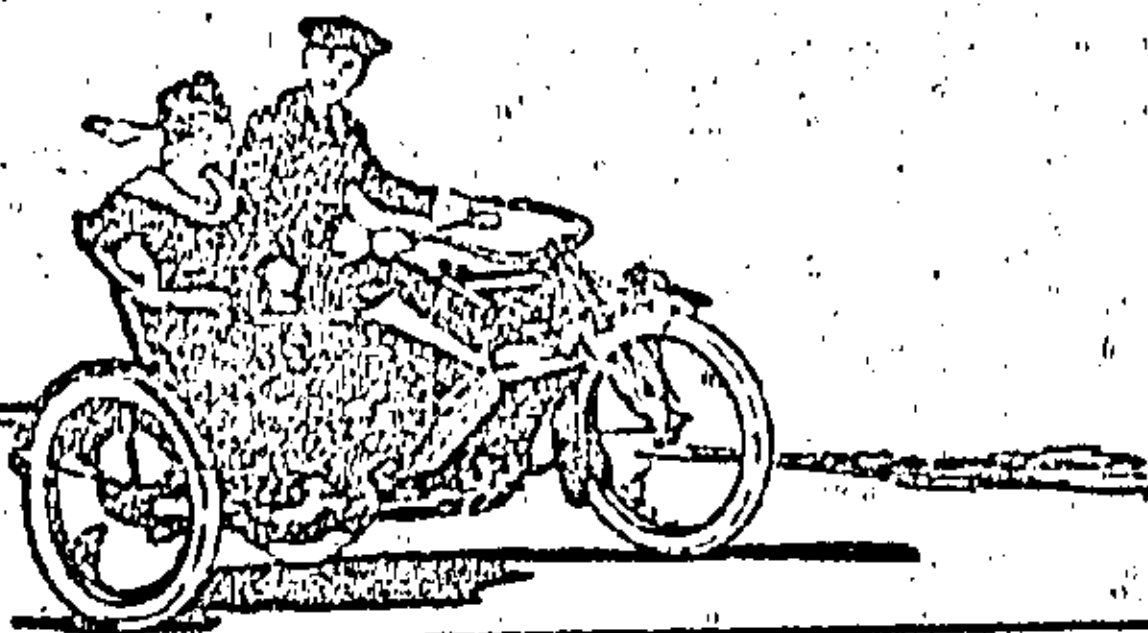
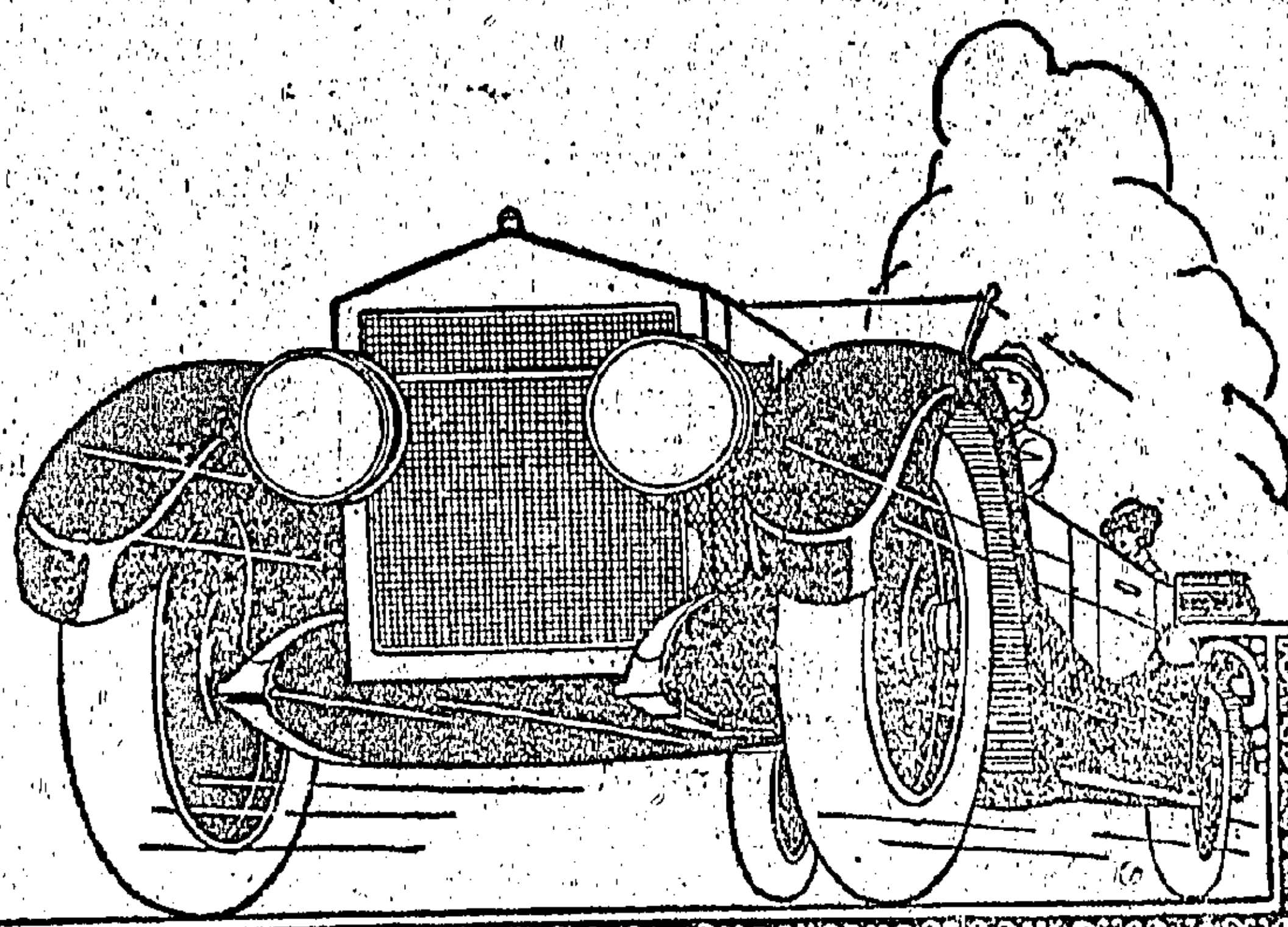
Judgement was given for the producers for \$500 against Variety Incorporated, and judgement for Mr. Low.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 24th. July, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT



Storm Damage.

Practically every local motorist is thinking mostly of the great damage which has been done to the Colony's roads by the devastating storm which visited Hongkong on Sunday night and Monday morning. It is to be feared that motoring will be curtailed or disorganised for some considerable time to come—just at that time of the year when pleasure motoring makes its strongest appeal. Peak residents will suffer greatly in this respect, for all roads leading to the Peak are entirely blocked to motor traffic and will not be cleared for some time. Residents at Repulse Bay are more fortunate, as cars can get through to that resort by way of Queen's Road and Pokfulam Road to Aberdeen, or via the lower part of Garden Road, Lower Albert Road, Arbuthnot Road, Caine Road and onwards. The Hongkong Hotel buses are running to Repulse Bay by way of Queen's Road. The motor bus service to the University and Felix Villas, via Caine Road, has temporarily ceased but it is hoped to resume in a short while.

Rendering Help.

Garage "service cars" have had a busy time this week rendering assistance to unfortunate motorists who have become stuck in the mud with which the town has been deluged. One "favourite" place for such hold ups was in Queen's Road, between Garden Road and Arsenal Street, just near to where the burst nullah threw up tons of mud and sand. Perhaps the most spectacular damage done to any road was that inflicted on Pedder Street, outside the Hongkong Hotel. A favourite parking place has been put out of commission and there is no doubt that it will take some considerable time to put this street back in usable condition.

No Serious Mishaps.

There are not many reports of actual serious damage to motor vehicles by the storm because there was little or no traffic abroad at the time the deluge was at its height. A motor-cycle combination was, however, seen to be lying upside down at the foot of Village Road, having apparently been washed down the road by the rush of waters. The motors of the Fire Brigade have been rendering wonderful service by pumping out the basement floods in business premises.

Temporarily Opened.

The Traffic Department has wisely decided that as so many of the ordinary motor roads are closed, which make it very difficult for residents to reach points, the following "closed" roads have been specially opened as a temporary expedient:—

The Albany.
Hollywood Road, as far as Graham Street.
Lyndhurst Terrace
Wellington Street, from Pottinger Street to Queen's Road.
Pottinger Street.
Ice House Street (south of Queen's Road) for both ways traffic.

Ice House Street, south of Queen's Road, was recently opened to up-traffic only, but, for the time being cars can proceed both up and down.

It should be noted that Pedder Street, between Queen's Road Central and Des Voeux Road Central, is closed to traffic until further notice. It would be difficult for a car to get through at present, but, knowing that

some drivers are prepared to "take a chance" on matters like that, we make public the formal decision that the road is officially closed.

New Territories Roads.

The road to Castle Peak will doubtless be out of commission for a very long time, depriving the motorists of Kowloon the pleasure of a visit to their favourite bathing beach. There is a very big fall just past Tsin Wan, on the site which is being prepared for the Asia Coal and Briquetting Company, and, beyond that, there is according to report at least one bridge that has been carried away. It is impossible yet to say when this road will be opened, but it will certainly be some considerable time hence. As regards the Tai Po Road, we learn that this is open for traffic right round as far as Castle Peak, so that those not afraid of a long journey and fortunate enough to possess the motor equipment can still enjoy the delightful bathing facilities of Castle Peak.

Mud and Sand.

Usually, it is not a very difficult task to keep motor cars in this Colony relatively clean, but this past week has seen mud-spattered cars abounding. Even a drive through town in the early part of the week meant a plough through deep mire and sand, and cars were, in many places, axle-deep. As the wind and sun of Wednesday dried out the moisture, the mud gave place to dust and the unusual spectacle of a motor-car going down Des Voeux Road Central and leaving a trail of dust behind it was presented.

TRIPOLI RELIABILITY MOTOR TRIALS.

500-MILE RUN WITH BONNETS FASTENED DOWN.

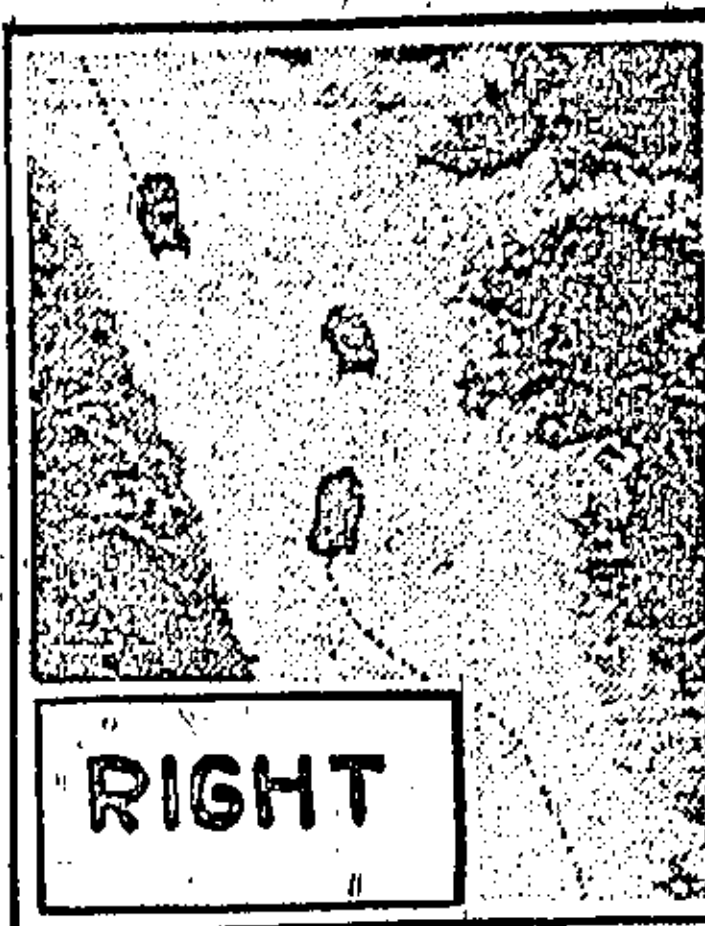
The last few years have seen a most marked growth of the motor movement in the whole of Northern Africa and particularly in Algeria and Tunis, for while very satisfactory roads exist, the railway service is inadequate and the commercial and industrial classes have not been slow to realize the economical value of motor transportation, for both goods and passengers.

It is not surprising, therefore, that the recent 500 miles reliability trials from Tunis to Tripoli, organized by the Tripoli Section of the Automobile Club of Italy, met with complete success. The distance had to be covered in two stages of 250 miles each, namely, from Tunis to Gabes and from Gabes to Tripoli, each car being given a limited amount of fuel and having its tank sealed, the bonnet also being fastened down, and an official carried abroad to see that the rules were observed. It was thus impossible to do any work or make any adjustments whatsoever on the cars, and the trials were of a severely practical nature.

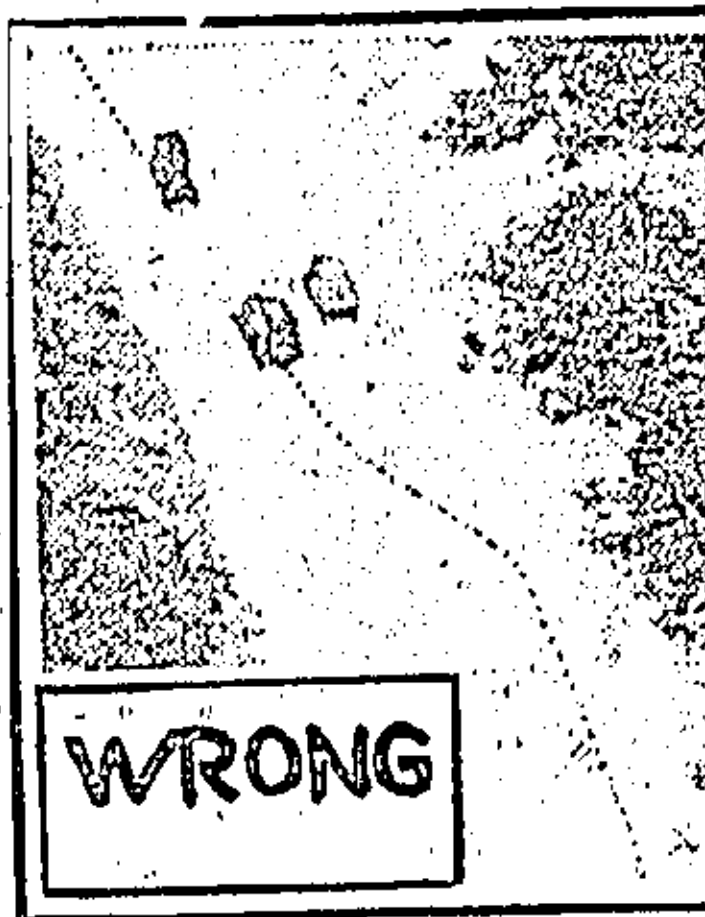
In the class up to 1,500 cc., first prize was won by a Fiat 501 driven by Mazzacurati; an O. M. driven by Pariente was second; a Fiat 502 and a Fiat 500 were respectively third and fourth and a Citroën finished fifth.

The first five in the class for cars of more than 1,500 cc. were Di Marco on a Lancia; Rizzo on a Rolland Pilain; Ghez on a Delage; De Mortiere on a Delahaye; and Advocate on a Berliet.

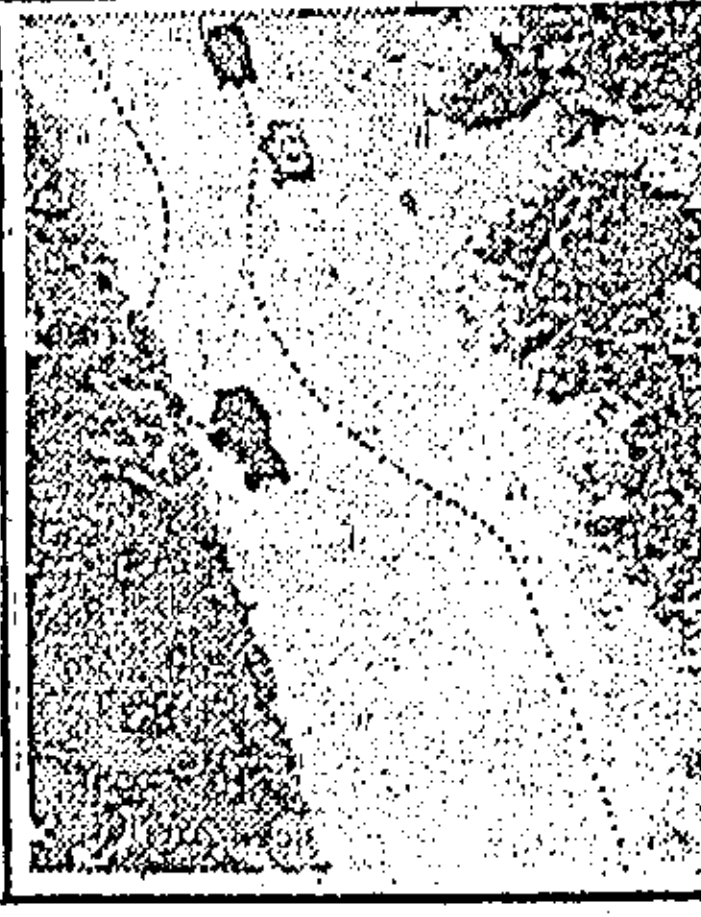
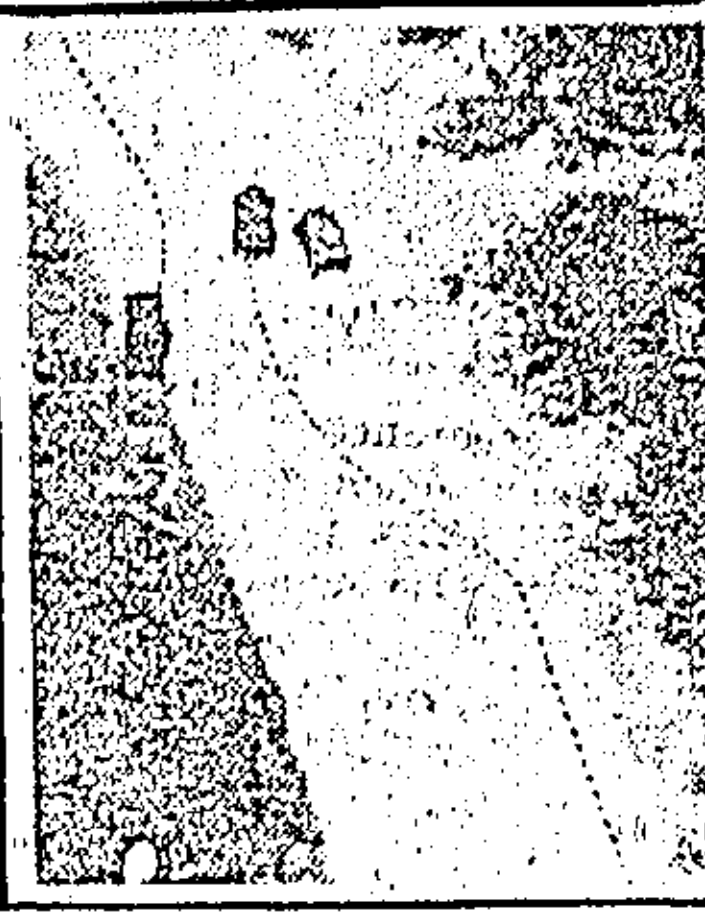
THERE'S DANGER IN WRONG DRIVING.



RIGHT



WRONG



The right way and wrong way of passing a slower vehicle, with another approaching on a narrow road, are shown here. The safe method is to permit the approaching driver to pass and be sure of a clear road, before going ahead.

HENRY FORD "JUST BEGINNING."

GOING TO BUILD CHEAP CAR.

Henry Ford's views on subjects ranging from prohibition to the future cost of a Ford motorcar—which the Detroit manufacturer declares he is "only just beginning to build cheaply—were given to a press representative here. Mr. Ford expressed emphatic support of the Volstead Act, declaring alcohol is "out of date" in an industrial age. He told how his company saves millions, by advanced production methods, and how from the outset of his career, his ideal has been to give low-cost transportation to the plain people.

To receive high wages, the Ford Company expects its workers to give a fair return in work. Mr. Ford said.

"We never have had drunkenness in our plants. We eliminated that before prohibition began. We were always prohibitionists. A man can't do what we expect him to do at our wage scale unless he lives a regular, decent life. That precludes alcohol."

"You think that if the saloon came back it would slow up Detroit's mass production industries?"

"There isn't a chance that it will come back," said Mr. Ford emphatically. "There is absolutely no possibility of the repeal of the Volstead Act. It has come to stay."

Mr. Ford interrupted.

"There is no 'if' about it. If is one of those words we ought to get along without. The word has no possible use in this connection. We have outgrown alcohol and the saloon. They haven't any place in an industrial age."

Mr. Ford favours the sweeping and clean-cut phraseology of the

Volstead Act because it is so absolute. He feels that any amendment to it which would permit the manufacture of alcoholic beverage of only a small percentage, and perhaps not intoxicating in fact, would be a mistake because it would blunt the edge of the law. At present he feels that the issue is clearly defined, and things are either "black or white." He feels that any "grayish" interpretation of the law would be a greater victory for the wets than would at first appear.

"How far do you think you can carry your mass-production methods in reducing the price of Ford cars?" was the next question.

Mr. Ford did not hesitate. "Why, I haven't begun to make a cheap car yet. Everything I've done so far is just a start."

QUALITY IN IT.

From the start of the motor-car business, at the beginning of the century, my idea was always to build a low-priced car. I wanted to sell a car anybody could buy. But I wanted to sell a car that had quality in it. That's the only kind of car 95 per cent of the people want."

Only once did Mr. Ford manufacture an expensive car, and that was against his own desire. It was in the days of the Detroit Automobile Company. At the insistence of certain directors, a car costing \$2,000 was put out. Only a few of these were ever marketed, however. Mr. Ford withdrew from the company in about a year and organized the Ford Motor Company to carry out his idea of a low-priced car.

To-day Mr. Ford's plant can make 10,000 cars a day. To Mr. Ford this means only a "start." Hardly a week passes, he told the writer, without some improvement in production methods or machinery. Some of these improvements yield only a slight saving on individual parts, but when they are aggregated the sum is immense.

AUBURN CARS.

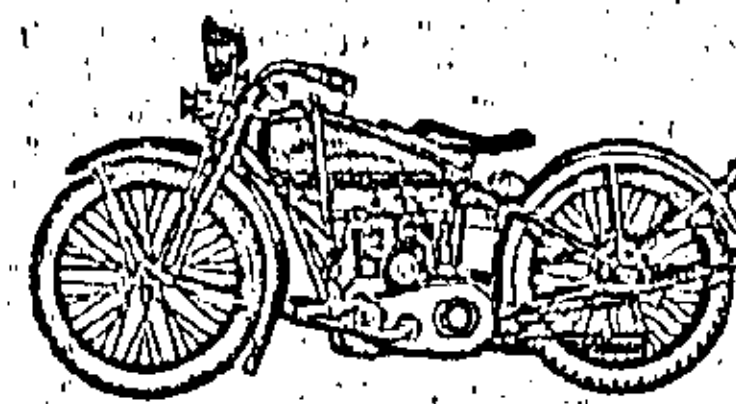
HUGE SALES INCREASE.

Shipments by the Auburn Automobile Company for the month of April, 1926, according to information just released by E. L. Cord, President of the Auburn Automobile Company, were three times greater than shipments for April, 1925, in spite of the fact that production was badly delayed several times during the month due to inability to get material into the Auburn factory fast enough to keep the two production lines going.

"I predicted in January of 1926," said Mr. Cord, "that the Auburn company would ship as many cars in five months in 1926 as they shipped during the entire year of 1925 and as the market value of the cars we have already shipped in the first four months of 1926 amounts to \$3,754,000 as against \$2,119,000 in the first four months of 1925, it looks like my prediction would be carried out, as we are still behind our orders and our retail sales throughout the country, according to registrations, are keeping pace with our increased production. Our chief difficulty at this time is to get the material into our plant fast enough to make possible the production justified by the orders on our books."

GAS TAX AFFORDS BIG INCOME.

Washington.—Nearly \$150,000,000 was paid in gasoline taxes in 1925 by motor vehicle operators, according to the bureau of public roads of the U. S. Department of Agriculture. This is an increase of 83 per cent over the total for 1924 and four and one-half times the total in 1923. The increase is the result of the wider use of motor vehicles, adoption of the tax by a number of states which had not previously resorted to it, and higher rates of taxation by other states.



ARE YOU READY?

Has the call of the open road gripped you? Are you longing to "give her the gas" and enjoy another season of motorcycling?

But, just a minute before you take that trip. Is your machine in the best of condition to insure another long period of motorcycling pleasure, free from trouble and worry?

Do you expect maximum power from a carbon filled motor? Are any bearings worn? Are adjustments necessary? If so, remedy these things now when it's very easy and inexpensive. Later, repair bills may result from neglect.

If your machine needs attention, we can do the work, unless you do it yourself. At any rate, buy your parts from us. For we use and sell only genuine HARLEY-DAVIDSON parts—

REPAIRS ON ALL MAKES OF MOTORCYCLES.

THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)
Telephone K.1242.



Mobiloil

Make the chart your guide

Some motorists go so far as to select a lubricant because it looks good. There isn't one man in ten thousand, be he chemist or otherwise, who can judge a lubricant from appearances.

The only real test is actual service. Words and claims may sound good, but when it comes to service for which you have paid hard cash and have a right to expect, there is only one brand of oil capable of fulfilling your expectations; and that brand is Gargoyle Mobiloil.

VACUUM OIL CO.

The British export demand for motor cars and chassis continues to be satisfactory, the number shipped in the first quarter of 1926 being 9,159, compared with 6,411 in the corresponding period of 1925. On the other hand, imports of touring motor cars in the first three months of the current year, were 2,669, compared with 7,531 in the first quarter of 1925, although imports of complete commercial vehicles increased from 86 to 358. The decline in the arrivals of touring cars is doubtless connected with the re-imposition last year of the Safeguarding Duties.

YOUR GUIDE OUR PRIDE.

A.J.S. Motor Cycles

To Arrive August 17th.

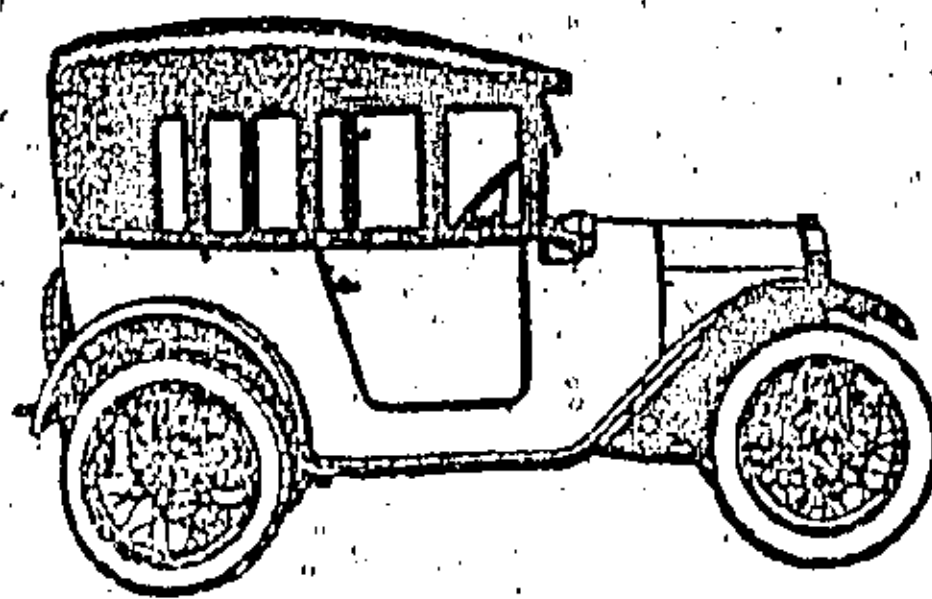
TRIUMPH

Model "Q" To Arrive August 4th.

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To Arrive August 17th.

ALL CYCLES AND CARS ARE GUARANTEED.
WE GIVE THREE MONTHS FREE SERVICE.
STOCKS CARRIED.

ALEX. ROSS & Co., (China) Ltd.

BANK OF CHINA BUILDINGS
and
No. 1A CHATER ROAD,
HONGKONG.

MOTORING AND GOLF.

HOW MOTORS BROADEN
THE GOLFER'S HORIZON.

[FROM THE "AUTOCAR."]

With the majority of golfers the motor car is a perpetual topic of conversation. I was sitting alone in the club-house the other day and it is a constant mention by those around me of such matters as closed bodies gear-changing, balloon tyre, four-wheel brakes, Rolls-Royces, Morris-Oxfords, and so forth, left no doubt in one's mind—not that there was previously any doubt—motoring is an all-absorbing subject, even to those assembled for another purpose.

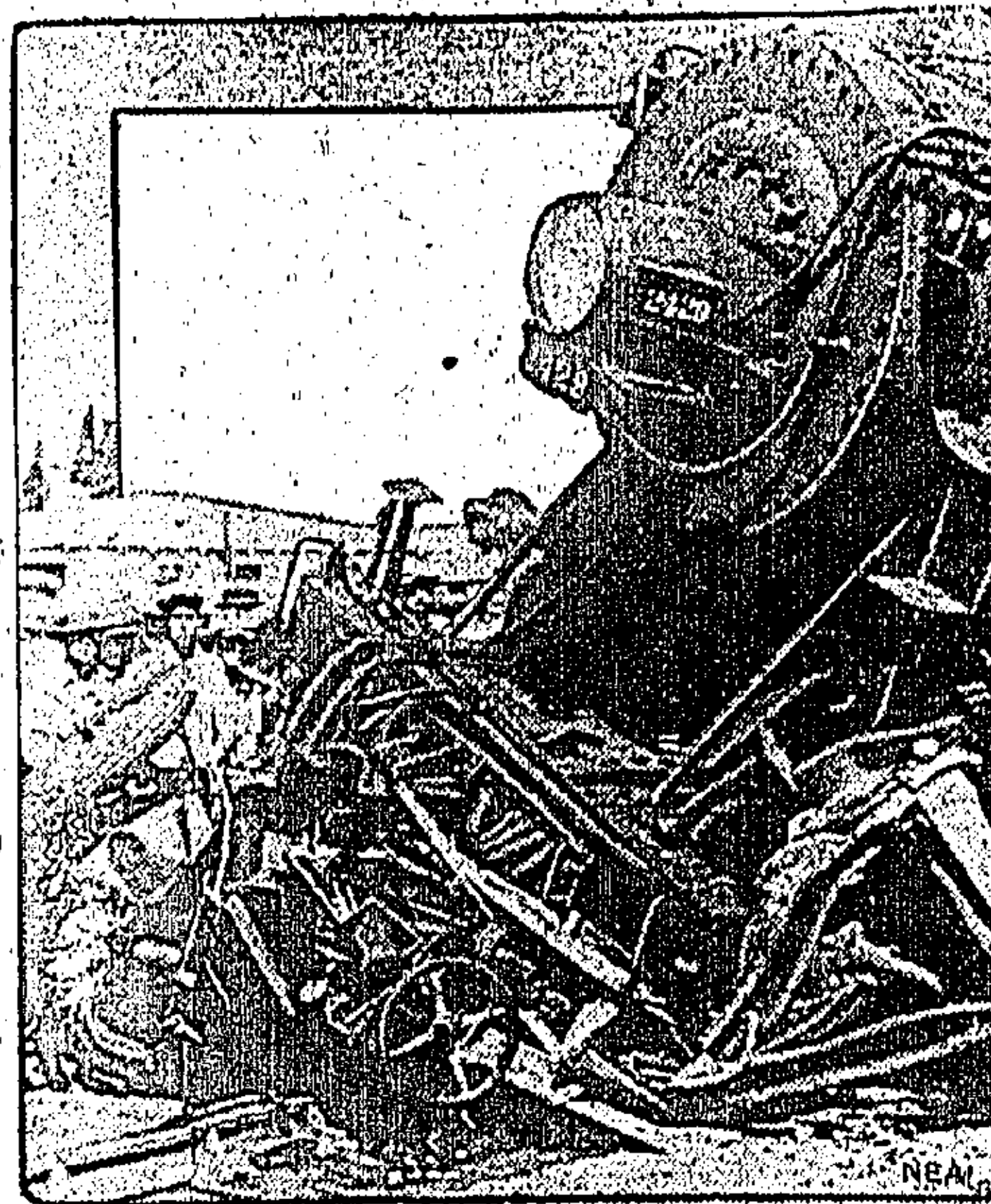
To the golfer the motor car is a priceless asset and it has been the means of popularizing the game enormously. Not only does it make things easy for the golfer who plays chiefly at home, but it gives him a wide choice in his "home" links. Furthermore, the motorcar has opened up a new phase of golf—that of visiting other courses on a big scale. This is not merely a highly pleasurable undertaking—some say it is the greatest golfing joy of all—but it assists the many players whose aim and ambition it is to perform better.

There is no training quite like that provided by constant changes in the conditions. To the inexperienced the strange course may be irksome, but once he overcomes that feeling it is the means whereby he may become a better and more resourceful performer. It is motoring that has made this possible, for one may easily spend half a day in getting to a course which, with the aid of a car, can be reached well within the hour.

CONSERVING ENERGY.

But even if one has the time to spare, it is of great assistance to the golfer to arrive at the links with a minimum of effort. It has been said that 75 per cent. of golfers are middle-aged, this being so they require all the assistance they can derive from easy transport. Then there is the advantage of being able to take ample equipment with the least possible trouble. It is inconvenient to have to consider how little you can take in the way of clothes, but with the

AUTO WRECKS MAIL TRAIN.



Motorists who fail to stop at railroad crossings are not only endangering their own lives but those of railroad passengers. Here is what happened near San Jose, Calif., when the automobile of John and Frank Koster was hit by a fast mail train. The locomotive and two cars were derailed. The motorists were killed.

motor car the player may take two changes if he considers it necessary. Sometimes it is, if his mission is a match or competition in which he has to turn out whatever the weather.

The latest motor vehicles are so efficient and easy to drive that several times last season I thought nothing of driving a 12 h.p. car well over a hundred miles and playing two rounds of golf as well. In fact, more than one occasion I have felt so fit after the evening meal that I have written a couple of articles before going to bed. I am suggesting that this was a remarkable feat of endurance—obviously, a run to the links of 50 or 60 miles is not formidable—but I do say that 10 or 15 years ago we should have thought more of it than we do today.

Some people—and very worthy people, too—deplore the present state of affairs. "A strong, healthy fellow like you ought to be ashamed of driving to the links. In my younger days we thought nothing of walking two or three miles to the links and playing two rounds, and carrying our own clubs!" is the kind of criticism with which one is sometimes faced. Everyone is entitled to his opinion, and it is possible that I, too, hold extreme views, but it cannot be gainsaid—and such critics seem to lose sight of the fact—that competition is keener than ever to-day in every phase of life, and time has to be "made" in this age of rush and bustle. If we did not use our motorcars for such purposes as transporting ourselves to the links, we should not be able to play so much, and I do not think that even the imaginary author the above-mentioned words will deny that exercise on fresh, green, springy turf is a far superior recreation to walking on the hard highway.

A NEW PARKING PROBLEM.

That the opinion of the majority is in harmony with this line of argument is perfectly evident from the increasing number of cars to be observed at golf courses every year. Indeed, the crush has become so great that practically every club has been compelled to enlarge its parking space very considerably. At some places the whole system is carried out in most businesslike manner, with an official in attendance, otherwise it would take hours to get away.

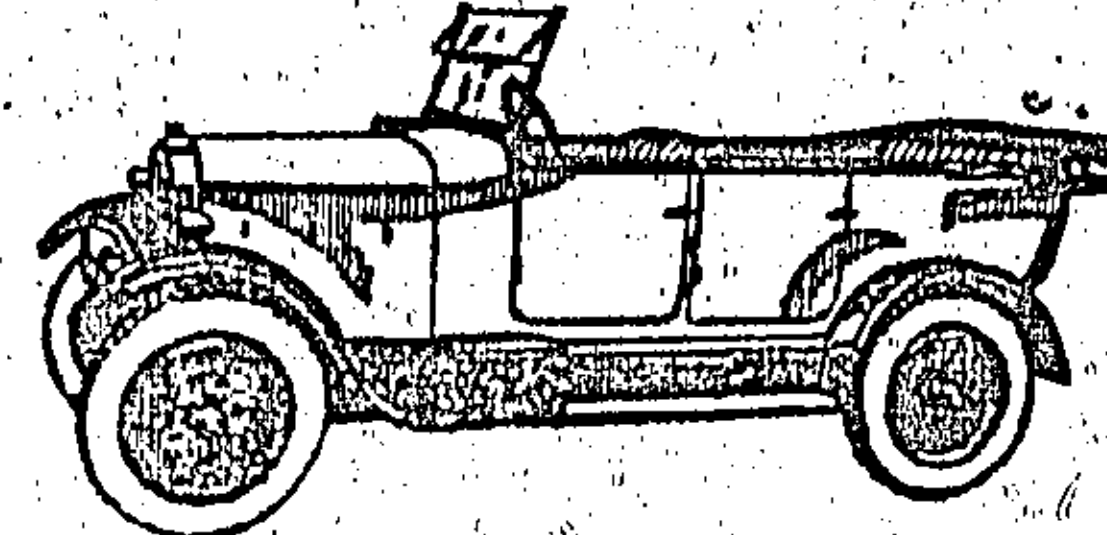
This reminds me of another advantage in driving to the links, namely, that the player can go home to lunch—a point which often has its advantages. There is the social and domestic side, leaving the scene of action, many of us realize that a change of thought is a good thing, so, instead of sitting in the club-house between the rounds, saturated, as it were, with golf gossip, we like to forget about the game for an hour or so. Personally, I am firmly convinced that we return to it mentally and bodily fresher when adopting this plan, and I can therefore, confidently recommend to all golfing motorists.

Another matter on which we should do well to reflect is, that

motoring and golf combine well at all times. It applies when away on holiday or when we can find time for not more than nine or 18 holes. Golf provides the right type of exercise and motor-ing the bodily rest. With these two all-absorbing pursuits there need be scarcely a dull moment in our lives. When we show signs of becoming weary and stale with much golf there is the car, and when motoring begins to lose its lure we can return to green fairways and closely-cut greens with an added zest. Truly, the motor-car is a great invention and golf a great game!

SINGER

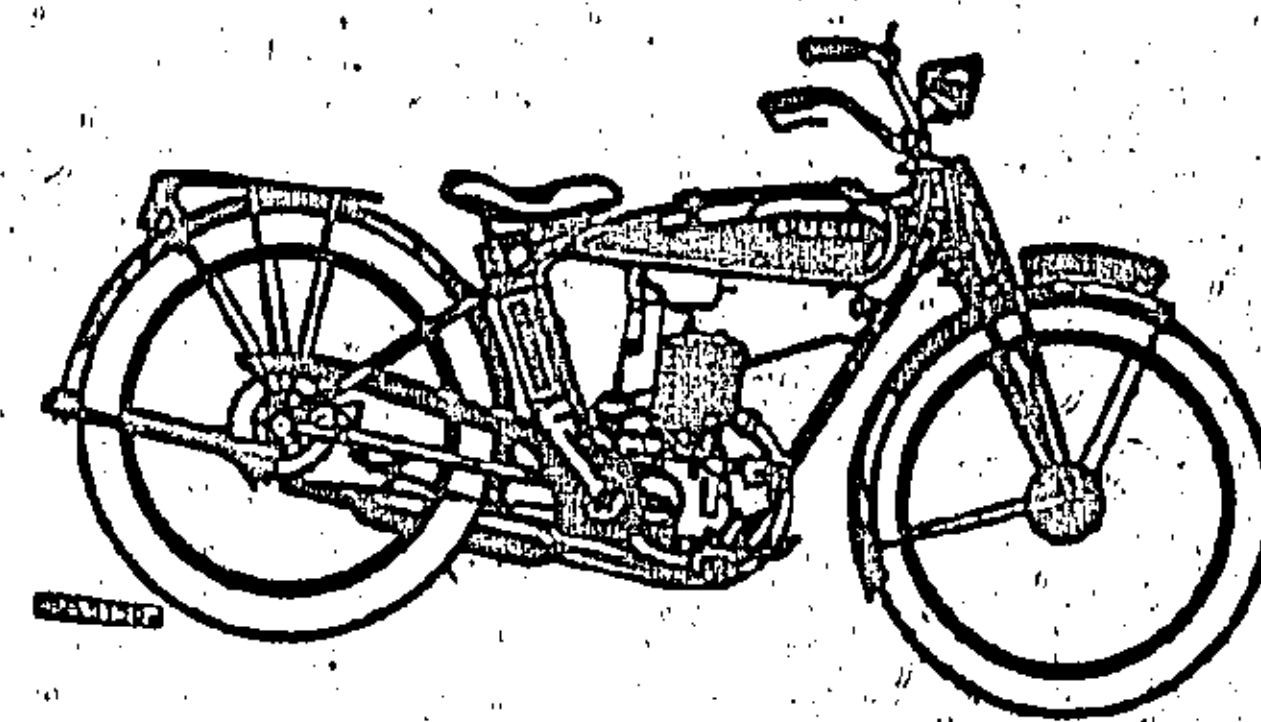
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HONGKONG BANK BUILDING.

Puch Motor Cycles



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In order to introduce these excellent little machines, we are making a special offer.

\$330 CASH \$350 TERMS

Call and make an early inspection at our office.

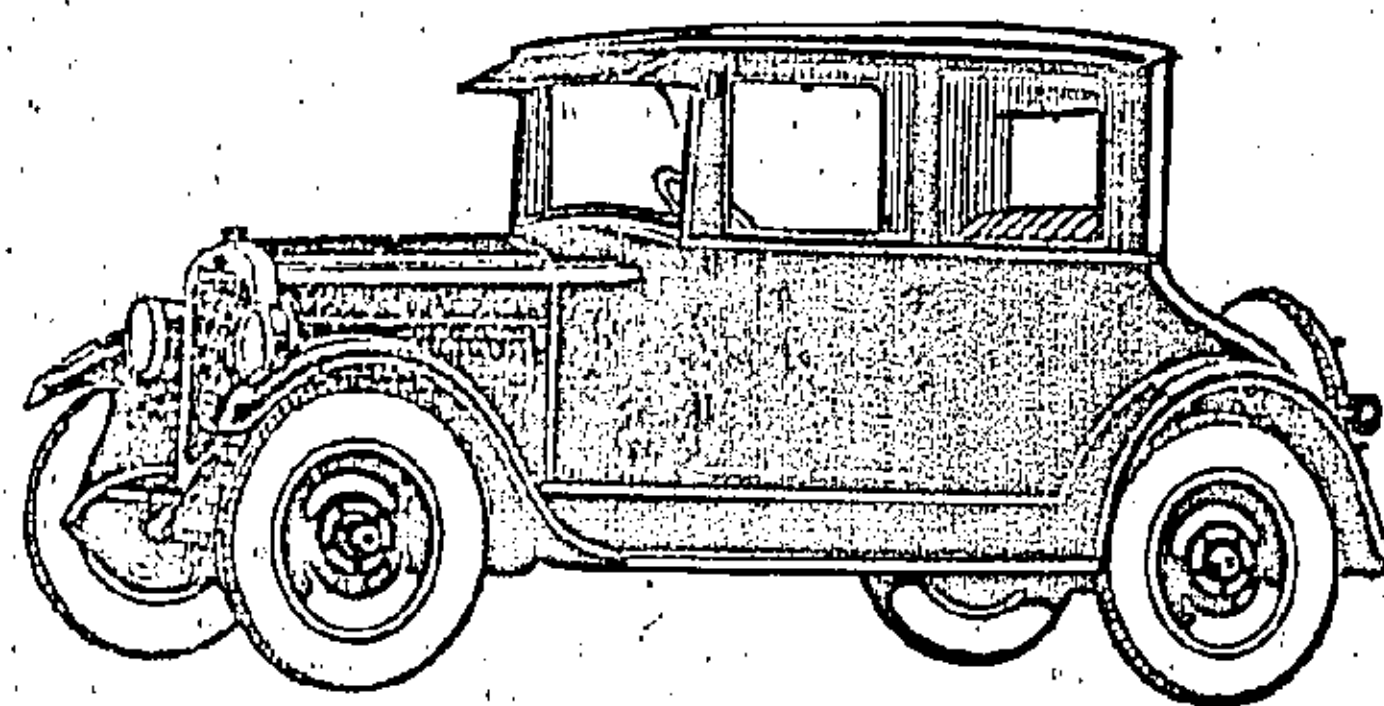
LEYSECO CHINA CO., LTD.

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With the Patented and Exclusive Super-Six Advantages



World's Greatest Values and Largest Selling "Sixes"

Their overwhelming public acceptance confirms by actual sale supremacy the outstanding leadership of Hudson-Exsex values.

Quality has made them for years the largest selling "Sixes". Hudson advantages in prices, performance and quality are everywhere acknowledged. And Essex shares Hudson advantages. In quality, materials and workmanship they are the same.

What cars at any comparable price can give you so much in Performance, Comfort and Handling Ease—in good looks and pride of ownership?

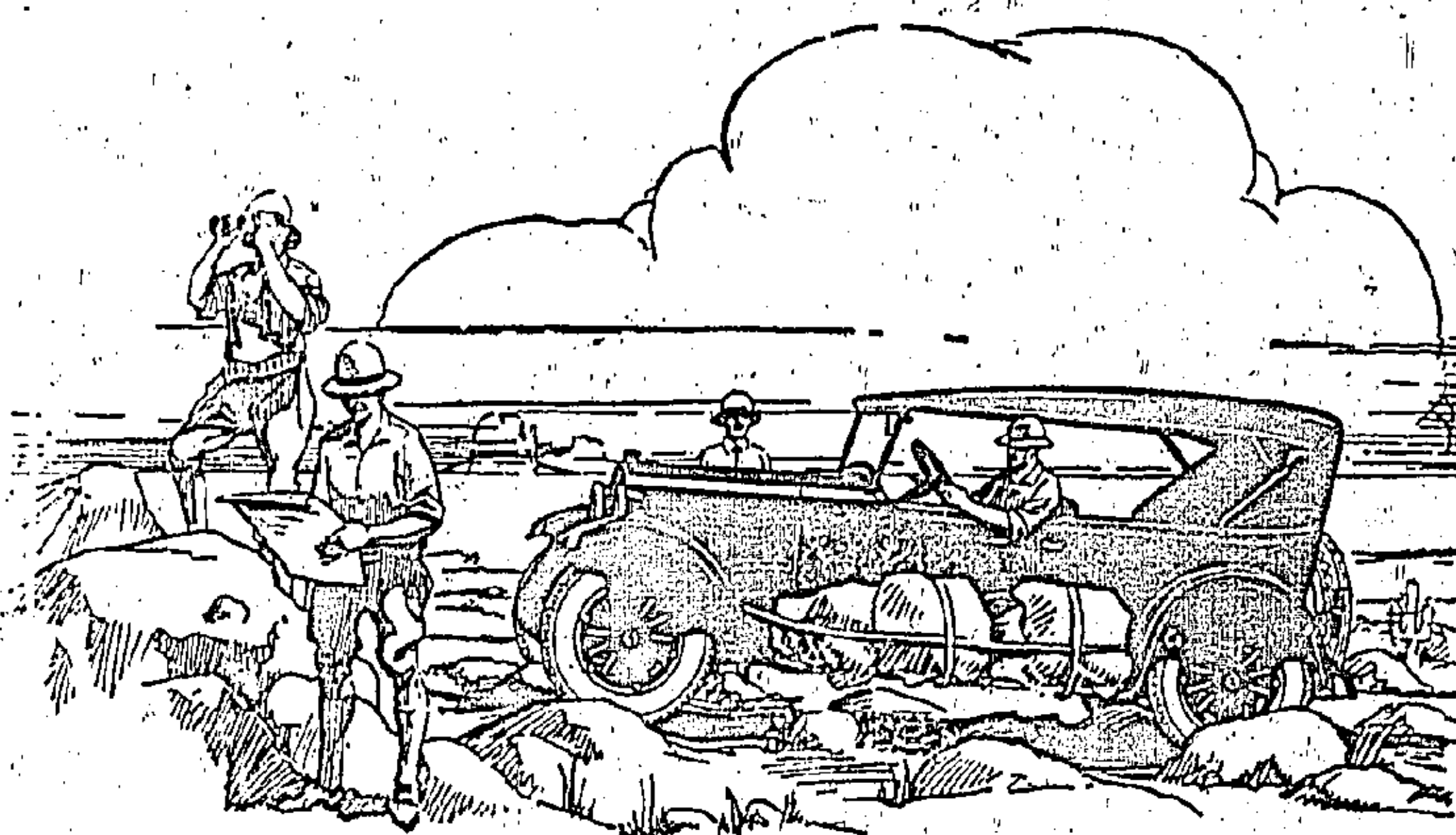
These Cars may be purchased for a low first Payment and Convenient Terms on Balance.

Prices in Hongkong Currency delivered at your door in Hongkong or Kowloon.

Special Essex Touring.....	\$1,995
Special Essex Coach.....	\$2,145
Special Hudson Touring.....	\$2,995
Special Hudson Coach.....	\$3,195
Special Hudson Brougham.....	\$3,595
Special Hudson Sedan.....	\$3,995

THE DRAGON MOTOR CAR CO. LTD.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY TEL. C 1246 or 1247

Explorers Use This Car Because
It Is Dependable

Pioneers and explorers, whose lives depend upon the reliability of the transportation they use, employ Dodge Brothers Motor Cars almost exclusively.

Stefansson used Dodge Brothers Cars through the uncharted deserts of Central Australia. Dr. Roy Chapman Andrews, on three different occasions, penetrated the innermost wastes of Mongolia in a Dodge Brothers Car.

The car's dependability is proverbial; and its exceptional riding comfort permits long travel over bad roads without fatigue.

DODGE BROTHERS, INC. DETROIT

THE DRAGON MOTOR CAR CO., LTD.
33 Wong Nei Chung Road, Happy Valley
HONGKONGDODGE BROTHERS
MOTOR CARS

A New Light Weight Overland

The "Whippet"

We have pleasure in announcing that the Willys Overland Co. is now in production on an entirely new type of small, light car, FAST, POWERFUL, ECONOMICAL TO RUN, LONG LIVED.

Very aptly has this addition to their already fine line of models been named the "Whippet," it has more speed than the greyhound with all the tenacity of the terrier.

Absolutely new design.
Speed, over 55 miles per hour.
Acceleration, 5 to 30 miles in 13 seconds.
28 or more miles to the American gallon.
250 miles to quart of oil.
20,000 miles to a set of tyres.
Four wheel mechanical brakes.
Irreversible Steering.
56 inch tread.
Conventional springs.
29 x 4.40 Cord Balloon tires.
Engine developing 31 horsepower.
Remarkable acceleration.
Low hung body of very pleasing lines.
Finished in Blue lacquer.
Ample room for passengers.
Plenty of clearance for rough roads.

This car is produced after exhaustive experiments with European light cars; it combines the best practice of Europe and of the United States. It has the specifications of a large expensive car with reduced measurements. It creates a new standard of value. You want the latest improvements and can't afford to buy a new car until you know all about what Willys Overland has designed.

THE FIRST TWO OF THESE CARS
WILL ARRIVE SHORTLY

Full Particulars from:-

THE UNIVERSAL AUTO SUPPLY CO.
61, Des Voeux Road Central.

ATTENTION FORD OWNERS

Arrangements have now been
completed whereby Ford Owners
are enabled to purchase
GASOLINE and TYRES
AT REDUCED PRICES.

ANDREW HARPER
AUTHORISED FORD DEALER

6, Queen's Road Central ... Tel. C.4895.
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MICHELIN TYRES
GENERAL AGENTS & DISTRIBUTORS
FOR SOUTH CHINA
The EUROPE-ASIA TRADING Co.
1st. Floor, Pedder Building, 12, Pedder Street.

Ask for the-

NEW MICHELIN PRICE LIST
Showing Latest Reductions

NEW STOCK EVERY WEEK
TUNE ROTOM

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH
FAITHFUL CHASSIS LUBRICATION.

If a car is "ratty" the impression is at once conveyed that it is old, ill cared for and worn out and that its owner is neglectful. Every rattle and squeak, which it possesses, lessons not only the satisfaction of operating it but actually reduces its possible sales value. These rattles, in a majority of cases, arise from worn spring-bolts and bushings and from worn out steering connections, the cause of which is simply lack of grease or oil applied at suitable frequent intervals.

LUBRICATE OFTEN.

It is so easy to lubricate these parts of modern cars that there is little excuse for not doing it faithfully, but still it is neglected. Pressure grease-gun systems, wick-feed reservoir oilers, plunger-operated magazine oilers all reduce the labour of chassis lubrication, but if the means provided is not used and used frequently enough, if the need for using it is simply ignored (as it too often is) the parts wear out and the car soon runs like a rattletrap.

Where grease is the lubricant used, every 250 miles is not too frequently to re-apply it and this mileage is quickly covered "in the good old summer time" especially. Oil gets pretty thin in hot weather and runs through a bearing faster than one would think.

LAMP TROUBLE.

Don't consider that a spring shackle or steering connection is well lubricated unless fresh oil or grease can be noticed oozing out from both sides of the bearing. If there is no sign of escaping lubricant, it probably is not reaching all wearing surfaces.

W. A. P. writes: "One of the headlamps of my car burns only at a yellow brilliancy, but the other one and the rest of the lights are bright as they should be. I supposed that the bulb in this dim lamp was defective, but I have tried several new ones and there is no difference. What is wrong?"

Answer: "Probably there is a poor electrical connection in the circuit of this headlamp. We believe that this headlamp circuit receives its current from a binding screw on a small connection-board on the front of the dash at the left hand side. See if the bare part of the wire is clean and that the screw is tight. Make sure that the contacts in the con-

ductor, which fastens the other end of this wire to the lamp, are clean and firm, and that the connection of the flexible cable from the connector to the focusing attachment of the socket (inside the lamp) are properly soldered. Also remove the lamp itself from the clamping device which holds it and clean the surfaces of these parts, so that a good "ground" will be insured when the lamp is replaced and the clamp is tightened. If all contacts are perfect you should get a good light.

VARIATION IN ACID STRENGTH.

S. T. writes: "I test the gravity of the liquid in each of the cells of my battery after each few hundred miles of driving and for a long time past one end-cell has tested 1.275 while the other two test 1.290 approximately. This battery has had a great deal of charging lately and lights have been used hardly at all. All three cells call for about the same amount of water—rather a large quantity. What is wrong with this end cell?"

Answer: "It should not be concluded that anything is wrong. It may be only that this cell had somewhat weaker acid from the first or that electrolyte slopped out of it sometime and was replaced by water. If you care to equalize the gravity readings of this cell with the others, you can interchange liquid among the cells. Take a syringeful out of cell No. 1, divide it between cells 2 and 3 then a syringeful from 2 and place it in 1 and 3 and from No. 3 and add it to 1 and 2, keeping up the process until differences of gravity among the three cells have disappeared. It should always be realized that the absolute values of electrolyte gravity are not a direct indication of cell condition. The relative gravities before and after the application of charging current are of far greater significance.

WATER INJECTING DEVICE.

C. H. S. writes: "I am offered an easily-installed device for injecting water vapor into engine cylinders, which is claimed to be a great gas-saver and carbon-remover. It is sold on a 'money back' basis. What I wish to know is whether there is danger of damage to the engine in the use of water vapor."

Answer: "There is no danger of harming the engine by using such a device."

VARIATIONS IN ENGINE SPEEDS.

WHY APPARENTLY
SIMILAR ENGINES DIFFER.

Those people who take an interest in the relative performances of different cars are often puzzled when they find that machines with engines of an almost identical type and cubical capacity, with similar gear ratios and the same sized tyres, have not got the same range of speed. One car, for example, may have a maximum of 40 m.p.h. on third, another is unable to exceed 30 m.p.h. or 35 m.p.h. on the same gear. Nor is there any apparent evidence of the reason.

Many things combine to limit an engine's speed, but the principal is that the cylinders can fill and empty only at a relatively low speed of revolution, taking less and less charge as that speed increases. It follows, therefore, that if there is the slightest impediment to the entry or escape of the gases in one engine which is not present in the other, that will be sufficient to limit the performance.

It may be that one engine has a smaller choke tube than the other, or that both have similar choke tubes, but that the internal passages of one are either longer and more tortuous or of less area at one particular point than the other. The exhaust gases of one car may escape freely, leaving no residue, those of the other may be baffled in order to make the car run silently. In both cases the engines "rev" until a point is reached where very little mixture indeed is reaching the cylinders, only sufficient, in fact, to keep the engine revolving at that speed, but the limit speed is lower in one than it is in the other.

Vibration is a subsidiary cause of trouble, as it may happen that one engine develops a rough, unpleasant period at 50 m.p.h.,

AMERICA'S TOTAL.

31 PER CENT. OF
WORLD'S CARS.

"Eighty-one per cent. of the world's motor vehicles are owned in the United States, and foreign countries bought 538,741 American motor vehicles in 1925, according to 'Facts and Figures of the Automobile Industry,' 1926 edition, which has just been published by the National Automobile Chamber of Commerce.

Special attention to foreign trade and new developments in the use of trucks and busses are among the chief tendencies of the year noted in the statistical review.

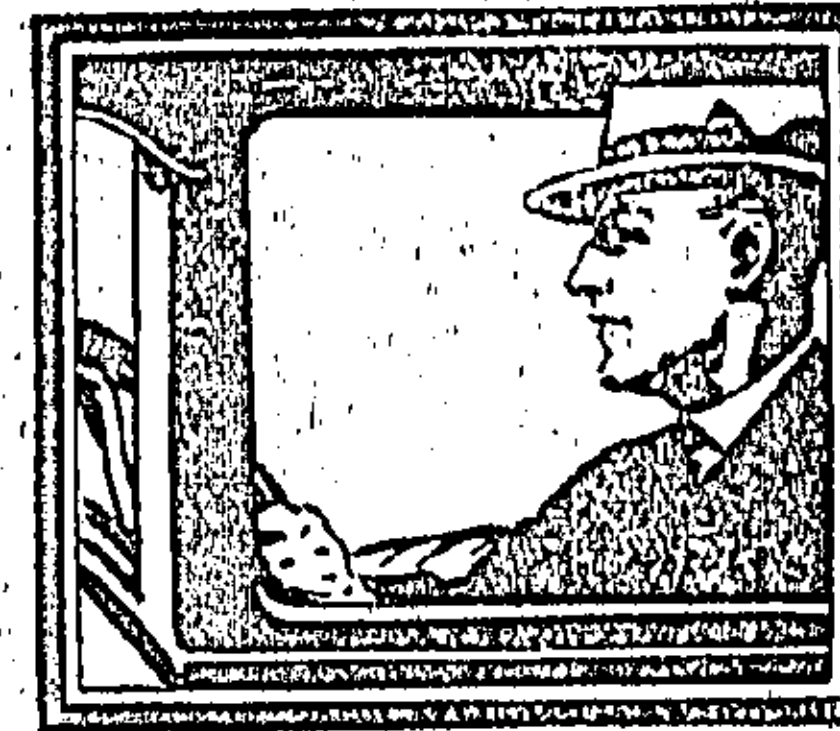
Among the activities in the truck and bus field, it is noted that there are 14,000 miles of bus routes operated by electric railway companies. Thirty-one railroads are using motor bus equipment.

In addition to this, there is a large amount of bus operation by independent companies. In eight States, where analysis of the figures has been made by the United States Bureau of Public Roads, 31 per cent. of the bus routes are neither directly nor indirectly competitive with the railroads.

Taxes paid on motor vehicles totalled \$667,000,000 in 1925. This was close to the total of taxation required for the entire highway bill of the nation. This bill amounted to approximately \$1,000,000,000, of which, however, nearly \$300,000,000 was raised by bonds.

the other at 40 m.p.h. Consequently one engine is deemed to have reached the top of its "revs" at 35 m.p.h., the other at the higher speed. In a sense, vibration does not limit the speed, but the presence of something unbalanced can really be regarded as a factor increasing the load on the various parts of the engine concerned.

Are you driving a second choice CAR?



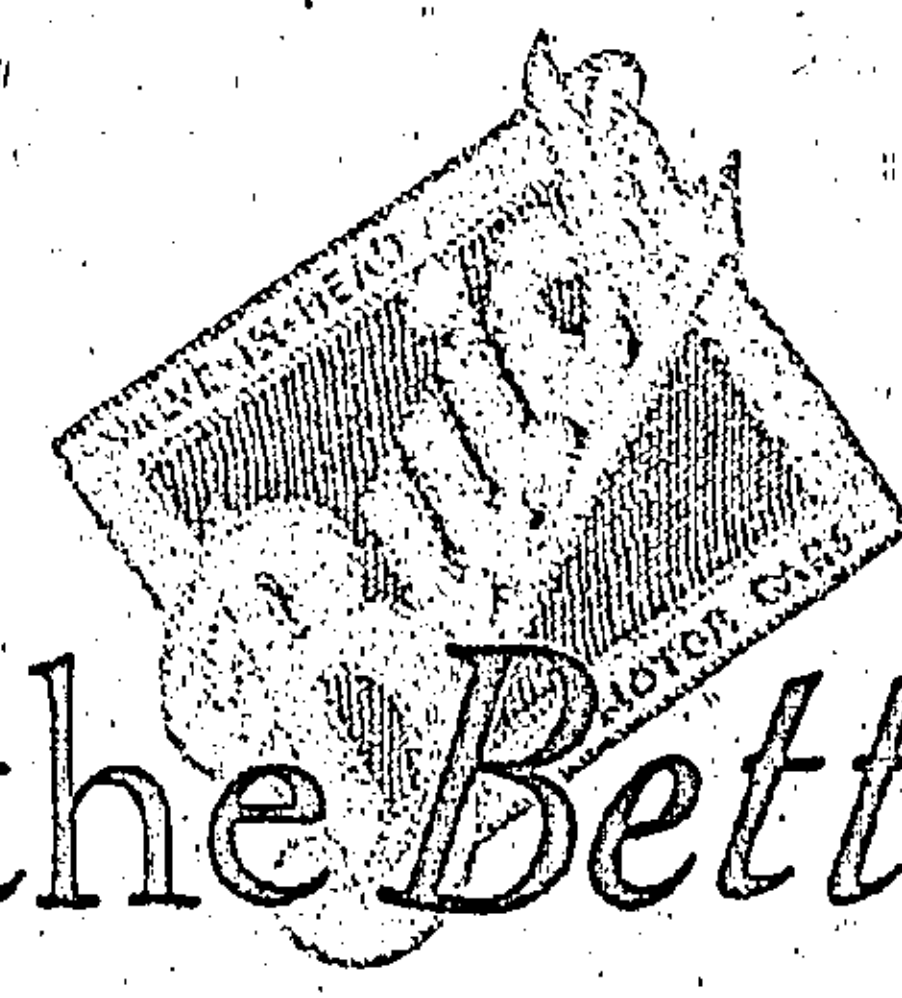
Leadership to-day belongs to
Buick because so many people
make it their first choice

among all motor cars.

They have discovered that other cars, priced the same as Buick, are not even close to Buick in value.

Volume production enables Buick to give you a lot better car for a very moderate price.

Do not be misled into driving a second-choice car. Compare the new car offered you to Buick, "before you let go of your money!"



The Hongkong and Kowloon
Taxicab Company, Limited.

33-35, Des Voeux Road, Central.

BUYERS, GU!

PACKARD

WHAT is beauty—in a woman's painting or a motor car? And who may judge, personal tastes differing as they do? Only when critics of many tastes agree, can one object lay claim to leadership.

It is no coincidence that Packard has won first place in a dozen beauty contests in different parts of the world.

That Monte Carlo, Vichy and Biarritz, Lisbon, Buenos Aires and Madrid; Rio de Janeiro, Baden Baden and other equally cultured centers should all have publicly acknowledged Packard's leadership is convincing evidence of the fundamental nature of its charm.

The Dragon Motor Car Co. Ltd.
22, Des Voeux Road, Central, Hong Kong.
Tel. C. 1246 or 1247.

ONLY PACKARD CAN BUILD A PACKARD



WEEKLY MOTOR WANTS

NOTICE.—Small advertisements for these columns should be addressed to "Motor Supplement" THE HONGKONG TELEGRAPH.

The charge is 50 cents for 30 words, 2 cents for every additional word.

Terms Cash with order.

Advertisements must be received by noon on Thursday preceding publication.

Box Numbers supplied when required, but replies must be called for at this office.

FOR SALE

CITROEN.—1926 Model All Steel Citroen, fitted with Speedometer, Eightday Clock, 2 Electric Horns, Four Wheel Brakes, 5 Complete Wheels fitted with Balloon Tyres, all Weather equipment, further particulars apply P. O. Box 285.

DODGE.—Touring, 5 passenger, 1926 Model, "Dodge" car, for \$2,100. Perfectly now and in splendid condition. It is a private car.

BUICK Touring No. 352. Four wood wheels and spare rim. Five tyres. Price \$750.00 cash. Box No. 1473, care of "Hongkong Telegraph."

MORRIS COWLEY.—11.9 h.p. 2 seater Roadster with dickey, two wheel brakes 1926 model. In use 6 months, owner driver, under 2000 miles. Owner buying a 4-seater. Apply H.K. Hotel Show Room for appointment.

PACKARD SIX.—Condition in every way as new. Five perfect cars. Five-passenger. Superb line (45113-42). Cash \$4,200. On view at Dragon Happy Valley.

6-cylinder 7-passenger touring No. 165 Good running. Five good Tyres on wire wheels. \$1,500.00. On view at Dragon Garage, Happy Valley.

A superb going on leave. A bargain at \$2,500. Box No. 35, care of "Hongkong Telegraph."

NEW RALEIGH solos fitting lucas lighting, speedometer, ammeter and horn from \$485 and spare parts. 1925 O.H.V. Matchless & Henderson combinations. Douglas and Scout solos. Apply Motor Cycle Exchange K.655.

HUDSON.—6-cylinder 7-passenger Touring equipped with five Brand new Balloon Tyres on New wire wheels. New top, upholstery, carpets, Bosch Horn. Also new Carburettor and Radiator, new paint and all bright parts nickel plated. In perfect running condition. A real bargain for only \$2,290. Apply Box No. 1492, care of "Hongkong Telegraph."

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AUBURN.—Universal Auto. Supply Co., Asiatic Bldg. C. 4915.
BUICK.—Hongkong & Kowloon Taxi Cab Co., Ltd., 33 Des Voeux Road C. 1036.
GADILLAC.—Hongkong Hotel Garage, Queen's Road. C. 4759.
DODGE BROS..—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.
ESSEX.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
FORD.—Andrew Harper, 6 Queen's Road. C. 4895.
G. W. K..—Gilman & Co., Ltd., H. K. Bank Bldg. Tel. C. 290. Road, Happy Valley. C. C. 1247.
HUDSON.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road. C. 4759.
LINCOLN.—Andrew Harper, 6 Queen's Road. C. 4895.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C. 4759.
PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C. 4759.
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MORRIS.—Hongkong Hotel Garage, Queen's Road. C. 4759.
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HARLEY-DAVIDSON.—The Gascon Motor Co., 2, Kwong Wah Road, Kowloon. K. 1242.
INDIAN.—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C. 2487.
MATCHLESS.—Hongkong Hotel Garage, Queen's Road. C. 4759.
PUCH.—Leyseco China Co., Ltd., Bank of Canton Bldg. C. 1221.
ROYAL ENFIELD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.
TRIUMPH.—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C. 2487.

TYRES AND ACCESSORIES

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DUNLOP TYRES.—Dunlop Rubber Co., Hotel Annexe Bldg. C. 4654.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Valley. C. 1247.
GOOD YEAR TYRES.—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C. 2487.
MICHELIN TYRES.—Europe-Asia Trading Co., Pedder Building. C. 4433.
MICHELIN TYRES.—John Gibbs & Co., Bank of Canton Bldg. C. 704.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C. 4759.

THE ULTIMATE ENGINE.

FRENCH ENGINEERS BREAKING NEW GROUND.

A two-stroke engine arranged on highly original lines, has just been constructed in Paris, and is now undergoing experimental bench tests. This engine is the invention of M. Michel Wolff, who calls his production a "Moteur Bichambre." The most curious feature of the "Wolff Bichambre" is the fact that the explosion does not take place in the cylinder, but inside a sort of combined rotary valve and combustion head, which turns at one-quarter crankshaft speed. A powerful piston-type induction pump is driven by an eccentric from the crankshaft and delivers gas to the induction manifold at a high pressure, corresponding to the compression pressure of an orthodox engine.

The two combustion chambers contained within the rotating valve are placed with their transverse axes at right-angles to one another. In the first the gas, arriving at high pressure, from the induction pump, enters one of the combustion chambers. The rotary valve turns and one end of the charged chamber comes opposite to the plug points. The plug sparks, and the highly compressed mixture of gas and air ignites, but for a fraction of a second it is unable to escape, as the other end of the chamber is still closed. In this period maximum pressure is attained.

NOVEL MECHANISM.

The valve turns further, and makes communication with the cylinder head. The gas rushes into the cylinder and exerts a steady pressure on the piston, finally passing out through radially disposed exhaust ports at the bottom of the stroke. At the moment when the first combustion chamber is delivering its store of compressed gases to the cylinder, the second combustion chamber comes into line with the inlet ports and receives a charge of fresh gas air. The barrel continues its revolution, and the first chamber makes communication with an auxiliary exhaust passage in the head, through which the residue of burnt gas passes out the chamber. The second chamber then fires, and the cycle continues.

It may be noted that, whilst the "Wolff Bichambre" has no cylinder compression in the ordinary sense of the term as used in connexion with petrol motors, a certain quantity of burnt gas is trapped by the piston on the up stroke. This gas has a cushioning effect, and serves to take the "brunt" of the force exerted by the violent outrush of gas from the combustion chamber.

The present engine, which is purely experimental, has been built in single-cylinder form, but the principle involved lends itself to multicylinder design. The behaviour of the Wolff engine in actual practice will certainly be watched with interest in France, and the extreme simplicity of the design is a notable point in its favour.

PROPULSION BY EXPULSION.

The idea of propelling aircraft and late, perhaps, automobiles, by the reaction to a stream of gases directed to the rear is a distinctly attractive one, but has up to the present remained in the realms of theory. An attempt is now being made in France, however, to put the theory into practice. The technical department of the French Air Service, which can seldom be accused of lagging behind the times, is carrying out some most interesting experiments in propulsion by reaction to a gas stream.

The principle involved has its analogy in the propulsion of boats by a jet of water instead of a screw propeller, a system which has been used with success in craft designed for certain purposes. In applying the principle to a gas stream, it is obvious that if the gases were allowed to escape from the combustion chamber to the atmosphere through an ordinary pipe, very little thrust would be obtained, and all the energy would be wasted in creating air eddies. Thus, one cannot get much movement out of a car simply by racing the engine, even if the exhaust pipe does point to the rear?

In order to obtain a reasonable efficient thrust, a special form of nozzle or trumpet must be designed in which air can be mixed with the escaping gases before the issue into the atmosphere, so that the speed of discharge is enormously increased.

THE OLDEST FLIVVER TOURIST.



Mrs. Abigail Whittaker of Chicago is 91—but she's as enthusiastic about motoring as any woman a fifth her age. She has just started on a trip from Chicago to New York, alone, in her flivver.

A French inventor, M. Melot, has been working on this problem for some five years now, and it is his latest appliance which is the subject of the present official experiments. In order to provide a constant high-velocity gas stream, M. Melot has designed an extraordinary petrol engine—surely one of the strangest internal-combustion machines ever constructed.

The Melot engine is simplicity itself. In a single, long double-ended cylinder is fitted a piston which moves freely from one end to the other. The piston, which is double-acting, has deeply dished faces. Sleeves extend outwards from each end of the piston, with radially disposed inlet and exhaust ports. Annular exhaust passages are arranged in the cylinder walls at each of the combustion heads, whilst a single annular inlet passage runs round the centre of the cylinder. The piston runs right past, the central inlet ports on each stroke. The cylinder walls are extended lengthwise from each of the combustion heads in order to form guides for the sleeves.

DISPENSING WITH THE MAGNETO.

The arrangement constitutes a simple type of two-stroke engine working at a very high compression. Forced induction and electric ignition are used to start the engine. A petrol-air mixture is introduced into the cylinder under pressure by means of a compressor, and is fired by ordinary sparking plugs. When once started, however, the compression of the engine is sufficiently high to produce self-ignition, and the magneto is then switched off, the compressor no longer functions, and the piston continues to fly back and forth at a terrific speed so long as fuel is supplied to the carburettor.

The exhaust ports are arranged in such a way that the sleeve valves open at a point which ensures that the burnt gases shall be evacuated at the highest possible speed.

The two exhausts converge to a single pipe, which ends in a series of concentric injector-like nozzles. Each nozzle is of a size somewhat larger than the preceding one, and air is drawn through the spaces between adjacent nozzles. Thus the volume of air set in motion by the escaping gases increases from nozzle to nozzle, and the volume discharged finally the large venturishaped passage, or trumpet, is stated to have been proved to possess a very high propulsive effect.

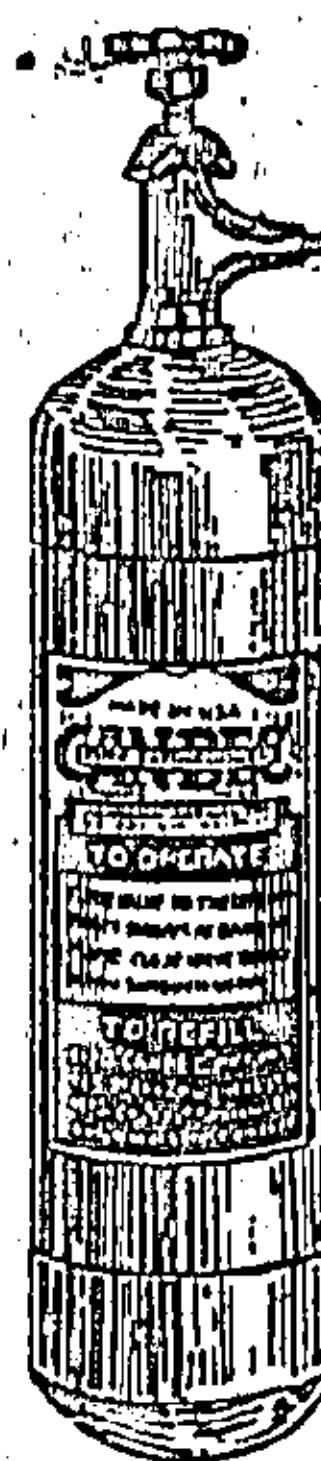
It is claimed that the thrust obtained in relation to fuel consumed is higher than with an ordinary type of air propeller. Owing to the high speed of the piston in the curious Melot engine, the exhaust gas stream is practically continuous.

Hitherto the chief emphasis laid on giving a racing car a narrow back axle has centred round getting the minimum excrescence at the tail. A Rumanian inventor has put forward a slight but possibly important modification when he adopts the short back axle in order to get the whole of the back of the car inside a certain streamline form, with a much bigger bulge at the front than is usual, tapering to a fine tail. If this design is based on wind tunnel research, as seems possible, the design may be widely adopted.

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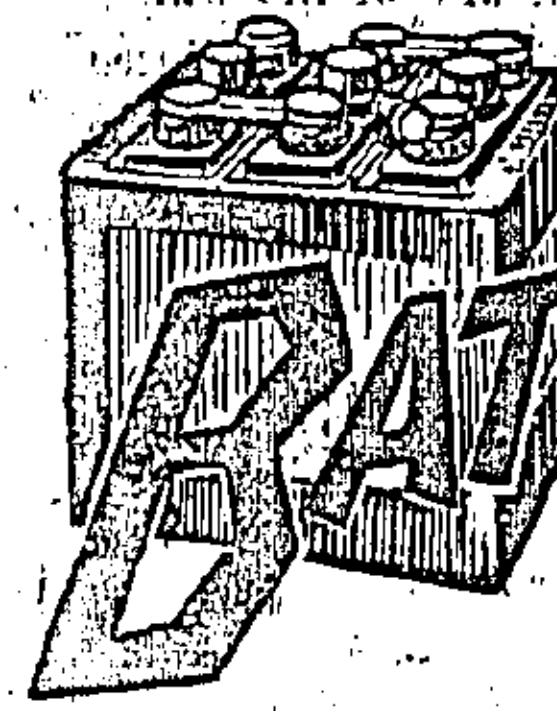
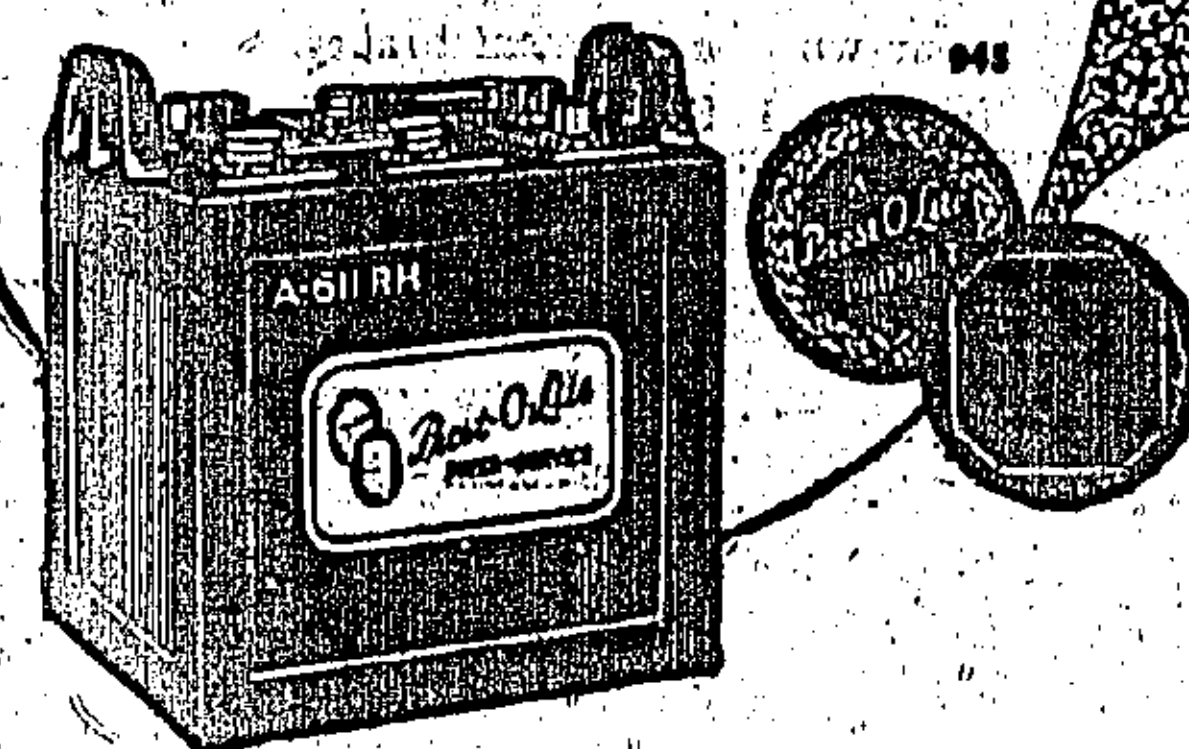
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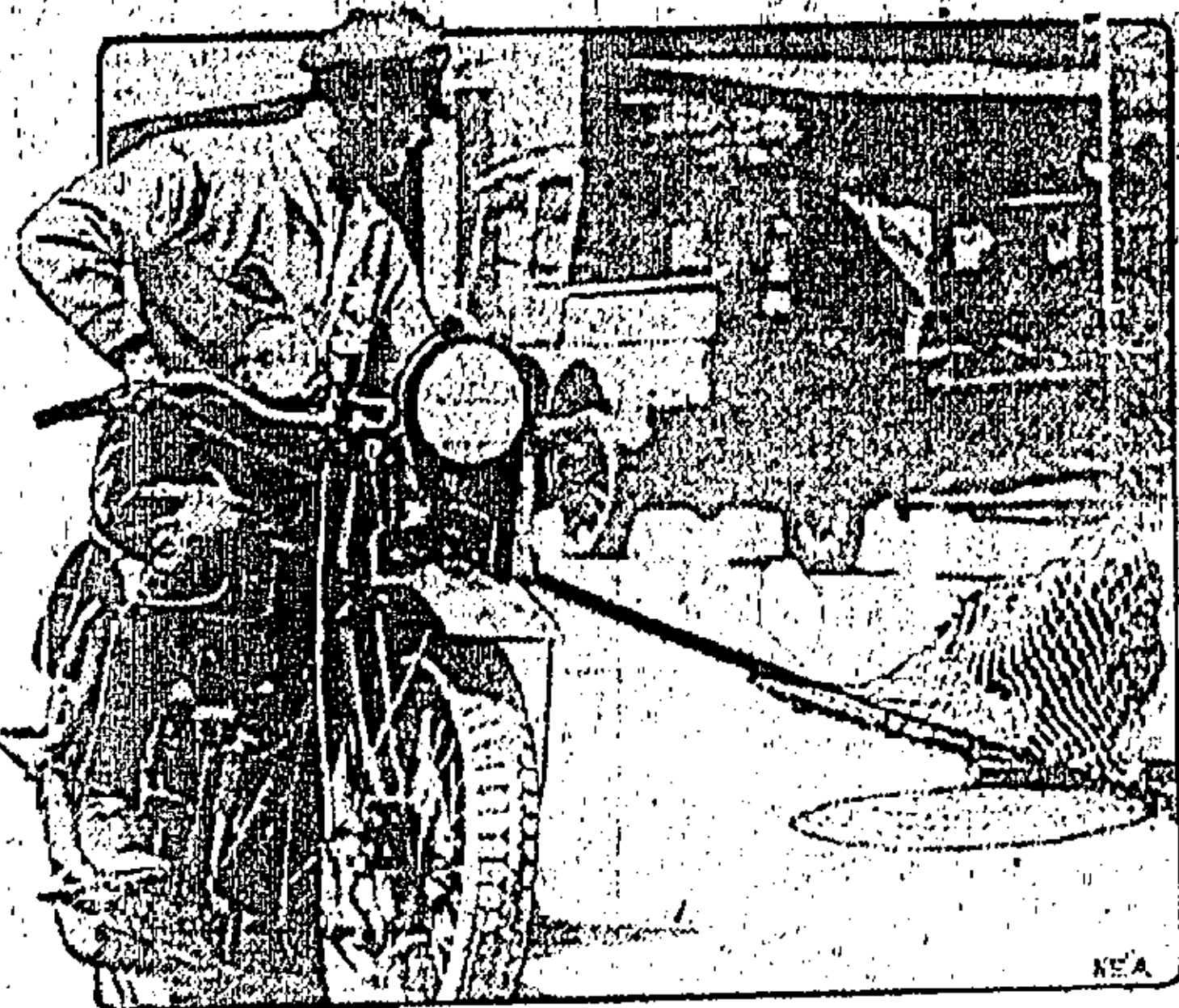


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ELIMINATING UNFIT DRIVERS.

A NEW SAFETY CAMPAIGN IN U. S.

A campaign is to be undertaken in the United States to rid the highways of persons who are unfit to drive automobiles. The National Bureau of Casualty and Surety Underwriters, comprising the leading casualty and surety companies in this country, declared that in the future they would work in hearty co-operation with State motor vehicle commissioners in a war on unfit drivers.

In the future when licences have been denied automobilists, or when the right to drive has been revoked by duly authorized public officials, those persons will be unable to obtain automobile insurance through any of the companies in the National Bureau of Casualty and Surety Underwriters.

The insurance companies in the bureau have established a working agreement with the motor vehicle commissioners in 16 States. These officials under the new arrangement will furnish immediately the names of all persons whose licences have been revoked. The information thus obtained is disseminated among the bureau companies who immediately mark their records so as to deny insurance to these motorists in case they should be requested to issue policies for them. Furthermore, it is found that insurance is already in effect for motorists whose licences have subsequently been revoked, that insurance is immediately cancelled.

THE CHOICE OF A CLOSED CAR.

THEIR RELATIVE MERITS.

There is a wide divergence of opinion as to which is the best type of enclosed car, but when the types are divided into three categories it is much easier to come to a decision, says a writer in the "Auto Car."

First, take the case of the owner-driver. In practically every instance where a four or five-seater is required he desires a type of body that enables him to carry on conversation with the other occupants, and in this case there is not the slightest doubt that the saloon has an overwhelming popularity in this respect. Some still pin their faith to the all-weather as it enables the car to be opened on fine days, but taking it all round this type gradually going out on account of the fact that, with a few exceptions, rattles develop in a very short time. We therefore come to the conclusion that for the average owner-driver there is no type of enclosed car that can rival the saloon, both on the score of economy and general utility.

Secondly, there is the type that is equally suitable to be driven by an owner or chauffeur. In this case opinion is about equally divided between the enclosed-drive limousine and the enclosed-drive landaulet, although as a town and touring carriage the latter would appear to be the more popular of the two. Both types, however, offer practically all the advantages of the saloon, more particularly when the glass panel forming the dividing partition is operated by a mechanical lifter and can be wound down into the partition on the back of the driver's seat. The enclosed landaulet, of course, also has the advantage inasmuch as the head can be folded back. On the other hand, the extra rigidity of the limousine has much to commend it.

ATTRACTIVE BUT NOT POPULAR.

Thirdly, there is the coupe suitable for two or four persons. The latter is really nothing more or

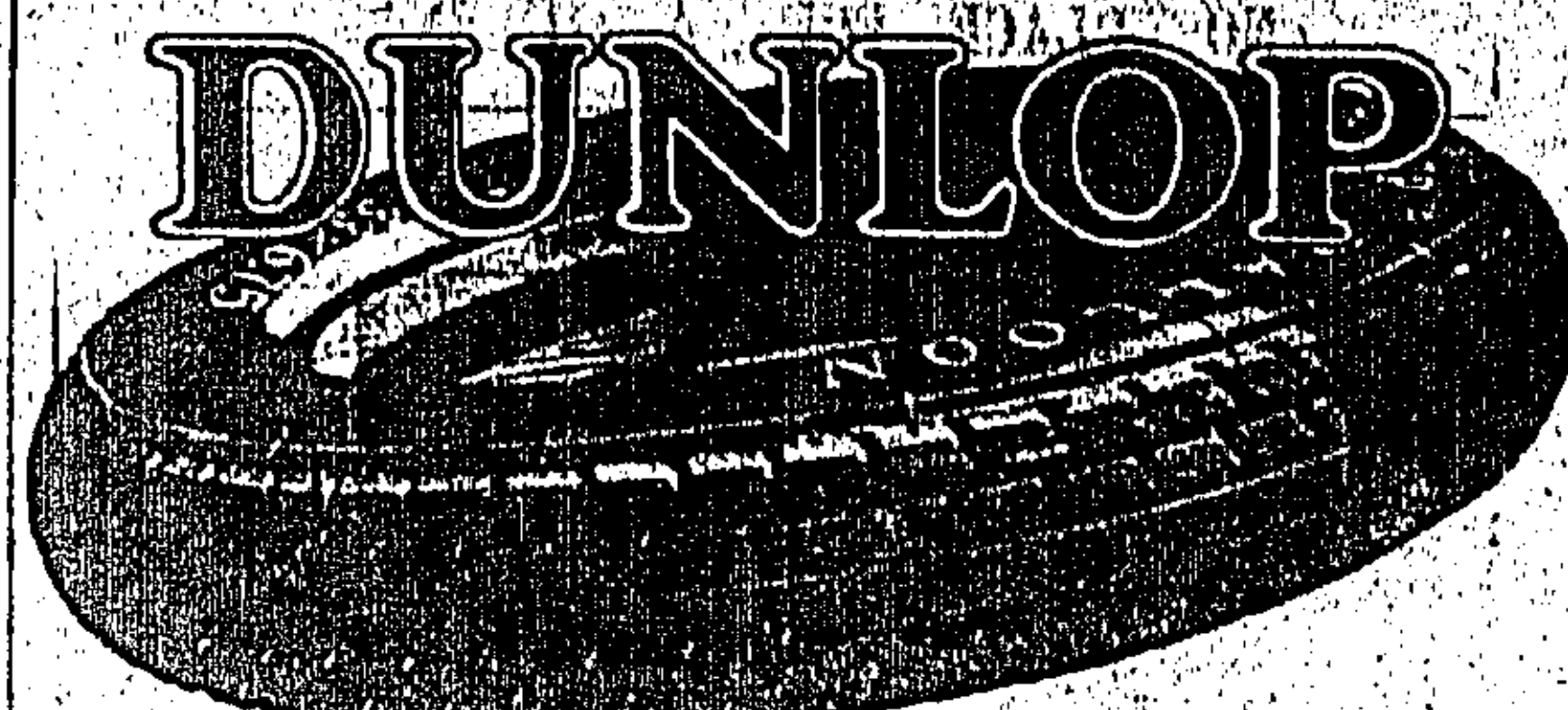
less than an all-weather body, and although attractive in appearance it is by no means a popular type. There are several kinds of coupe—fixed head, folding head, three-quarter with fixed and folding heads, and saloon. Of these we should say that the three-quarter type with folding head, if not the most popular, is the most attractive and will in a very short time be easily the leading vehicle in its category.

In conclusion, considerable discretion should be exercised in the choice of an enclosed car. Amongst other things see that the doors are properly hung; pay particular attention to the mouldings; see that the wind-screen is a good fit and not likely to let water into the interior; and in the case of landaulets and other types with folding boards make a close scrutiny as to the quality of the material and the design of the various joints that are likely to cause rattle.

A Californian inventor claims to have discovered a chemical process whereby tyres can be made from synthetic rubber produced from weeds, straw and similar vegetation.

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Speed capacity is in excess of 60 miles an hour. Its acceleration is startling in its accomplishment. Its power on hills is a revelation.

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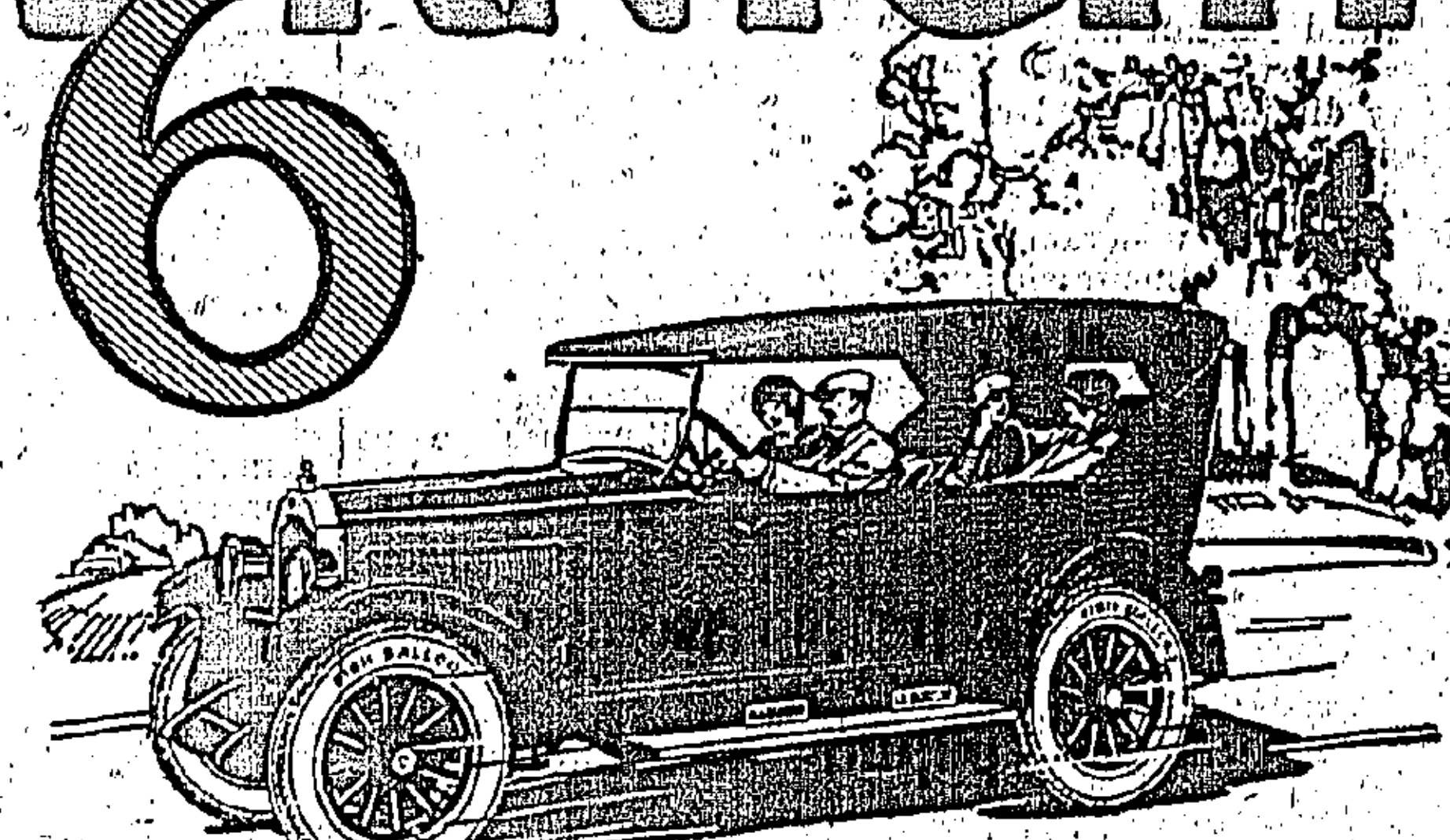
In speed and power the New "70" Willys-Knight literally out-performs all other stock cars of comparable size. It combines the Knight sleeve-valve engine in its utmost perfection, with the finest and best achievement of brilliant engineers on both sides of the Atlantic. This car presents an unparalleled engine efficiency, a super-efficiency possible of attainment only in the Knight type of engine. It has a long, racy effect, with moderate actual length. Here, too, is an economy of weight never before achieved in a motor car of its type.

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you are a comforting sense of security such as you have rarely experienced in any car. The easiest of all steering—The steering facility of this phenomenal car is literally amazing. Eight Timken bearings cradle the steering mechanism with the utmost absence of friction. A remarkably beautiful body—For style and smartness, inside and out, this fine car is unrivalled by any other automobile of its class. The interior has been designed with such scientific exactness that all waste space common to other cars has been eliminated. While compact to the last degree, this new and advanced "70" Willys-Knight Six is revolutionary in its roominess and comfort.



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MOTOR-CAR INSURANCE.

WHY IT IS A NECESSITY.

The conduct of motor-car insurance has this great advantage over most other branches that no owner of a car needs to be convinced of the necessity of insurance. Indeed it often happens, with those who have an "unfortunate" record in the matter of accidents, that the motorist is much more anxious to get himself and his car insured than any office is anxious to insure him. The risks to the car, to those who travel by car, and to those third parties, who may be laid out in fragments by the car, are now so conspicuous, that few motorists care to be for a moment on the roads unprotected by insurance. This is so keenly felt, that one popular car is sold nowadays with an insurance policy attached as part of the consideration for the purchase money of the car. This system of combining insurance with clocks, speedometers, and other gadgets as a necessary fitting has met with some criticism and had some queer though inevitable results. In some instances, to my knowledge, motorists who have been refused renewal of their policies because they have had too many accidents have bought the car which carries an insurance policy because that was the only way in which they could get insurance cover.

It is the common experience of offices that now cars driven by new owners produce more claims during their first year, than in subsequent years. This is partly due to our extraordinary system, under which anybody is allowed to buy a car, take out a licence for it and for himself, and go straight on the roads whether he can drive or not.

It is not suggested that a system of examination for licences would do away with accidents. It would not, and has not in any country where tests exist. But it does greatly diminish the risks of the raw driver who, under our method of trial and error, learns his job at the cost of the miserable public and of the insurance offices. As the insurance experts put the matter, a system of adequate tests before licence makes an owner begin in public with the knowledge and experience of a second-year instead of a first-year driver.

There is no sound reason why insurance of owner's risks should be made compulsory. But there is every reason why no licence should be issued until after production of an insurance policy covering third party risks—the risks of the public from damage by the use of the car. We need not worry about the damage to the car or to the owner or driver—he can look after those things himself—but it is of the greatest importance that the public should be protected. The driver of a car should have a substantial remedy against the driver of the car which he has damaged, or injured by the use of a car. This remedy should be in law, though not in fact, a lien on the car. The driver of a car who gets into an accident, unless he has broken the law, can be made to pay. As a matter of fact, nearly all private cars are insured, especially when new, so that there would be no hardship or interference with the sacred

MOTOR TRIALS IN NORTH AFRICA.

SATISFACTORY ROADS BUT LATENT INTEREST.

The last few years have been seen a most marked growth of the motor movement in the whole of Northern Africa and particularly in Algeria and Tunis, for while very satisfactory roads exist, the railway service is inadequate and the commercial and industrial classes have not been slow to realize the economical value of motor transportation, for both goods and passengers. It is not surprising, therefore, that the recent 500 miles reliability trials from Tunis to Tripoli, organized by the Tripoli section of the Automobile Club of Italy, met with complete success. The distance had to be covered in two stages of 250 miles each, namely from Tunis to Gabes and from Gabes to Tripoli, each car being given its tank sealed, the bonnet also being fastened down, and an official carried aboard to see that the rules were observed. It was thus impossible to do any work or make any adjustments whatsoever on the cars, and the trials were of a severely practical nature.

In the class up to 1,500 cc. first prize was won by a Fiat 501 driven by Mazzacurati; an O.M. driven by Pariente was second; a Fiat 502 and a Fiat 509 were respectively third and fourth and a Citroën finished fifth.

The first five in the class for cars of more than 1,500 cc. were Di Marco on a Lancia; Rizzo on a Roland; Pilain; Ghez on a Delage; De Montre on a Delahave; and Avvocato on a Berliet.

liberty of the subject—in making third-party insurance compulsory. Where the amendment in the law would be of most value would be in the case of owners who have had too many accidents and the renewal of whose motor-car policies persons could not get third-party insurance; then their car licences would not be renewed and they would be forced off the roads—and a good thing too. By police regulation in London every taxi and motor-omnibus has to be heavily insured against public liability, or third-party risks, before it can be licensed, and if this regulation is applied to those excellent and careful drivers of public service vehicles so much the more ought it to be applied to private owners, many of whom are a public pest.

When I was myself a keen motorist—I have given it up now, the roads are too crowded for pleasure—I always carried the first £10 of any damage at my own risk. This had two excellent effects: it made me very careful and it much lowered my insurance premium. In fact, I never once had a claim against my

CLEARING THE RADIATOR.

HOW TO PERFORM IT.

It is well to take advantage of any occasion on which the radiator is down for repairs to clear out the inside as far as possible. If the radiator has not already done so turn the radiator upside down and apply a hose to it and run water through in the reverse direction. Although this is not a very thorough method it will have the result of clearing out a good deal of the deposit and so improving matters considerably. As the current of water runs through in the opposite direction to that on which the scale has formed itself a lot of it becomes detached and washes out. The most effectual method of dealing with the radiator is to deal with the water jackets too in the following manner:

Nearly all motorists wonder how to deal with their cooling systems when the inevitable furring up of water jackets due to time and lime takes place. The water connections also fill up with the same deposit and if allowed to go on too long unchecked the consequences may be serious. The actual bulk of water carried by the system becomes much reduced and the cooling effect due to its presence is minimised owing to its being kept from contact with the engine walls by the lining of deposit. The problem is how to get rid of this and the method is not difficult. It is obviously impossible to scrape the inside of the jackets and tubes, so recourse must be had to some other means of getting at the "fur". The only way of attacking it efficiently is chemically, that is by employing some substance which will dissolve the deposit so that it may wash out when the system is drained.

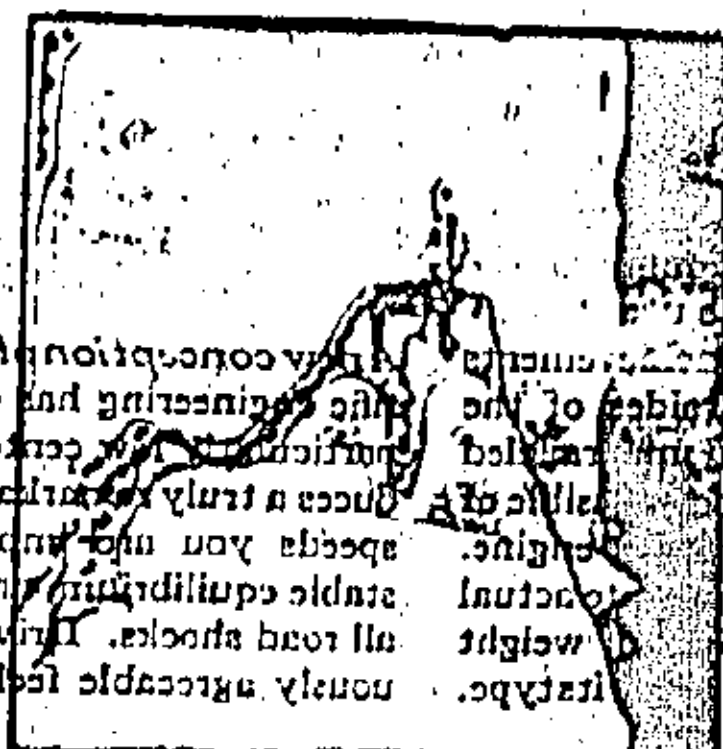
Radiator, jackets, and pump must first be drained clear of water. Then a solution must be made of half a pound of sal. soda in about five gallons of water and this should be poured into the radiator through a strainer, care being taken that none of it be allowed to touch wood or metal work as it will make a stain that is extremely difficult to remove.

The engine should now be run for a quarter of an hour, which will give time for the solution to do its work in removing the "fur". Now drain all the solution out, being careful to see that none remains, and fill up with clear soft water in the usual way. Run the engine again and once more drain the cooling system, which should now be perfectly clear of both "fur" and solution. The jackets and radiator may now be used in the ordinary manner. The solution has a very destructive effect on rubber and canvas so that probably new connections will be needed. When these are fitted the cooling system should be as efficient as ever it was.

TAKE CARS TO EUROPE.

A large number of American motorists will tour Europe in their own cars, according to advance bookings by steamship lines. Since trans-Atlantic liners were equipped to take cars aboard uncrated, many motorists take their cars with them on foreign travels.

Holland had 13,500 motor cars and trucks registered January 1, 1926, and 56,300, January 1, 1925, an increase of 317 per cent. During the same period the United States experienced an increase in registration of 89 per cent. Belgium an increase of 262 per cent. and Australia an increase of 233 per cent. During the same period Ceylon, Great Britain, India and Siam experienced a growth less than that of the United States. All other countries experienced a larger percentage than the United States.



THE FORCE OF HABIT.
The motorist in the Sahara.
—De Groene Amsterdammer.

PRESERVING THE NEW APPEARANCE.

HINTS ON OVERCOMING DEPRECIATION.

Self-respect and economy are the two factors which encourage the owner-driver to keep his car clean while a smart car sells twice as easily as a shabby one. Appearance may be said to influence the buyer of a second-hand car more than any other factor. If a prospective buyer likes the look of any car he will generally pass over one or two minor defects in its condition, but if he is put off by shabby time-worn appearance he is not likely to waste time examining its mechanical condition.

Further, the owner of a new car wants to be able to sell it easily when wishing to change for a more recent model and will take care to preserve the new aspect as long as possible. Comparatively few motorists realise how the use of a good polish not only prevents the adherence of mud and dirt but also makes cleaning easier. Before polishing it is as well to rub the car over entirely with a suitable cleaner to remove discolourations due to damp or oil which may still persist even if the car has been carefully washed with water in the orthodox fashion.

POLISHES THAT CLEAN. Certain special car polishes are cleaners also, and the mere effect of rubbing them in paste form over the paintwork clears away stains and smears and imparts a beautiful lustre. Otherwise the body and wings are first cleaned and then polished, either by Simoonizing or the use of Johnson's wax, Bonuk or any other good brand of furniture cream or car polish. The leather upholstery treated in the same way will also be cleaned and polished. A car that is Simoonized or treated with a good wax polish at fairly long intervals is much easier to clean owing to the fact that dirt does not cling to the highly polished surface so easily as it would to the ordinary varnish finish.

Often the car has been well kept and the body is good-looking enough were it not for the fact that its appearance is spoiled by a shabby hood. This article, if of the leather type, can be painted over with flexible hood paint when it will be considerably smartened and any tendency for it to become porous and let through rain will be frustrated. Canvas hoods may be treated in a similar manner, but it has to be admitted that they have not quite the same appearance as previously. In some cases a light grey or fawn coloured canvas hood can be satisfactorily dry cleaned, but it is to be feared that the application of benzine or petrol in this manner will sometimes affect the proofing material, with the result that, although cleaner, the hood is less efficient than previously.

It is extraordinary how clean tyres and running-boards affect the appearance of a car. In order to restore their appearance tyres need really hard scrubbing with plenty of water, while if, through leakage from wheel bearings, they have become splashed with thick oil, this should be cleaned off with a rag dipped in a little petrol. Oil is in any case bad for rubber, so should not be allowed to remain on the tyres. When selling a car it is not a bad plan to give the tyres a coat of special tyre paint, while the running boards, if covered with rubber, can be similarly treated.

Scratched, discoloured or opaque celluloid side screens can be very effectively cleaned by polishing either with a good metal polish like Brasso or Bluebell, or the application of a furniture or car polish like Johnson's wax. Incidentally the polish has the effect of eradicating scratches, so that if sufficient time and trouble is expended on the job it is difficult to tell the celluloid portion at any rate from new. The best method is to begin in the centre, polishing a small portion first and gradually working outwards, increasing the area of the spot cleaned.

ATTENTION TO PLATING. Bright metalwork needs constant cleaning to maintain its appearance, for plating that has once been allowed to get really bad seldom really recovers. There is a tendency now among motorists to make the metal in their cars look like brass or copper, and this is a mistake. The metal will never be rivaled, except by the very best plating. The average windscreen frame



An easy way to wash the car is to place the sponge against the hose nozzle, turn on the water and run over the surface of the car. Never direct the stream directly at the surface.

and often the bodies of the lamps and frames of instruments on the dashboard revert to their original brass colour in due course. Pieces of yellow metal peeping through the plating here and there all over the car all tend to detract from the appearance, so much so that where a second-hand car has been repainted or touched up and varnished it is almost invariably worth the expenditure of a few more shillings getting the bright portions repainted.

BALLOONS ON MOTOR CYCLES.

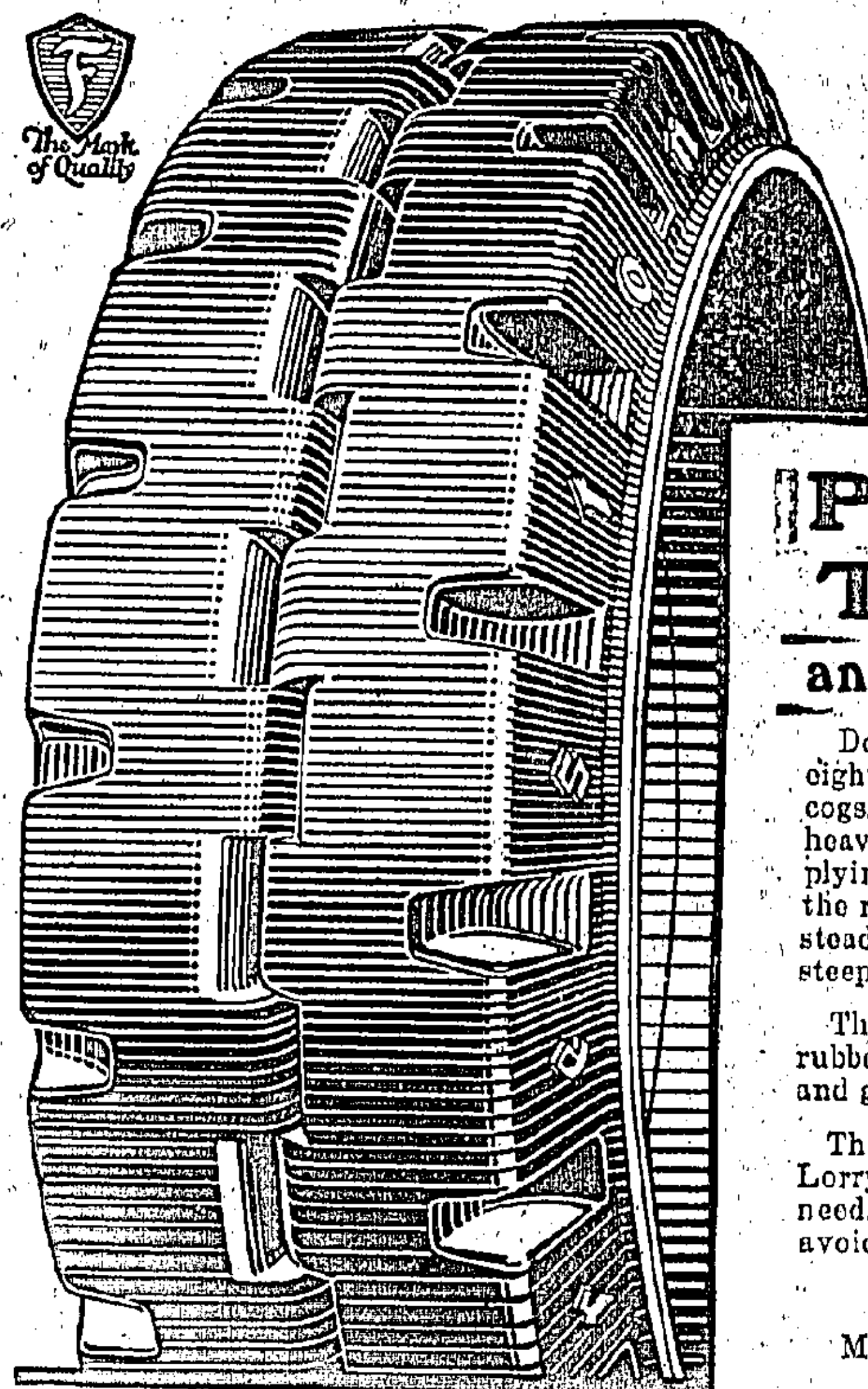
PROVE TO BE FASTER.

Tests carried out with an Indian Scout and side-car on the Brooklands track recently proved balloon tyres faster than high-pressure tyres. The tests were arranged by the Indian Motor Cycle Co. (Eng.) to try out the fad that the fitting of low-pressure balloons, which are standard on all 1926 Indian machines, is a sacrifice of speed to comfort.

Equipped with balloons, the Scout outfit was timed flat out from a flying start over one kilometre; then, immediately afterwards, high-pressure tyres were substituted and the distance repeated. Thus both types of tyre were tried out under conditions as nearly as possible the same. The balloons fitted were a new type of Goodyear low-pressure tyre of 3.85 inches in diameter. The front was inflated to a pressure of 20 lb. per square inch and the back tyre to 25 lb. checked by Schrader gauge. The side-car was an ordinary 26x3 in. Goodyear.

Against a high head-wind the Scout, on full throttle, covered the kilometre in 44 seconds, equal to a speed of 50.8 miles an hour. Then, with high-pressure tyres substituted, the front tyre inflated to a pressure of 35 lb. and the rear to a pressure of 45 lb., the outfit was put to the distance again, and this time took 46 seconds, which works out at 48.6 miles an hour only. Tried out once more, the time was brought down to 45.5 seconds—49.2 miles an hour—but this speed, even, was 15 miles an hour less than that attained with balloons.

Commenting on these results, The Motor Cycle, under whose auspices the tests were held, says that explanation must be that low-pressure tyres are more resilient, and therefore bounce less than the high-pressure tyre; bounce means wheel-spin, and wheel-spin means loss of speed. The test, incidentally, showed up the better comfort of the low-pressure tyre. Directly speed was attained after the balloons had been replaced with high-pressure tyres, there was a noticeable increase in the machine's jolting.



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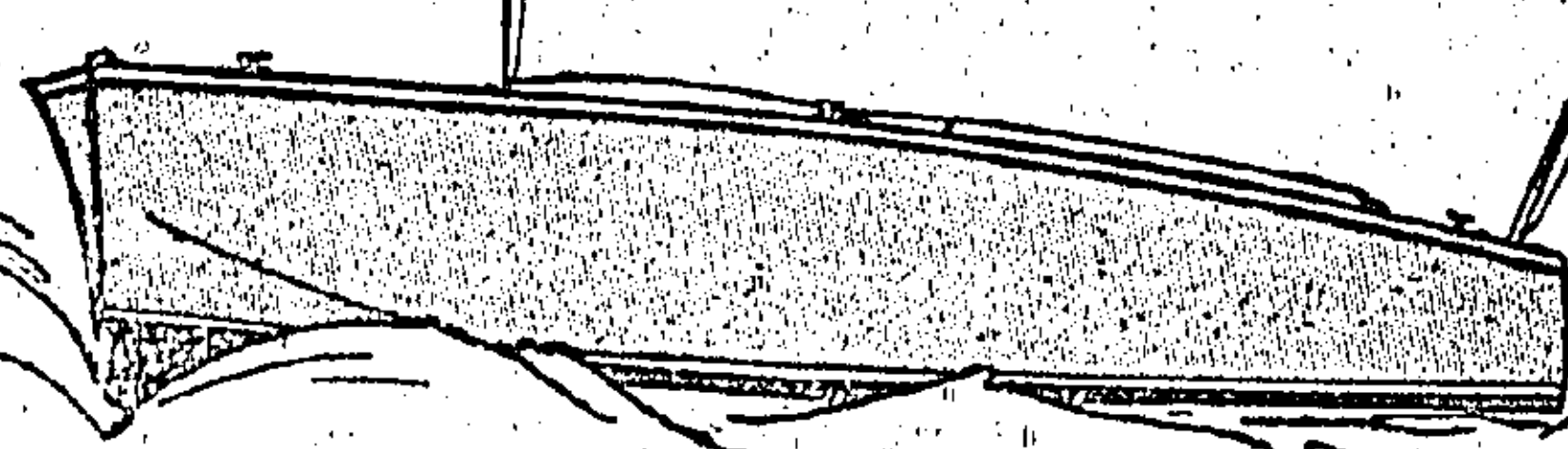
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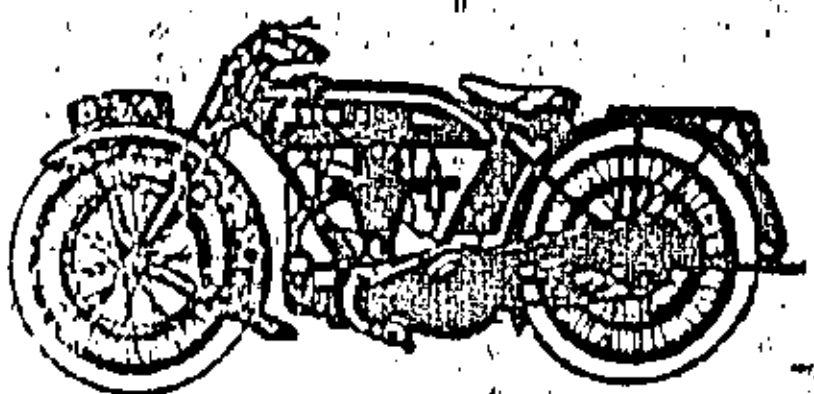
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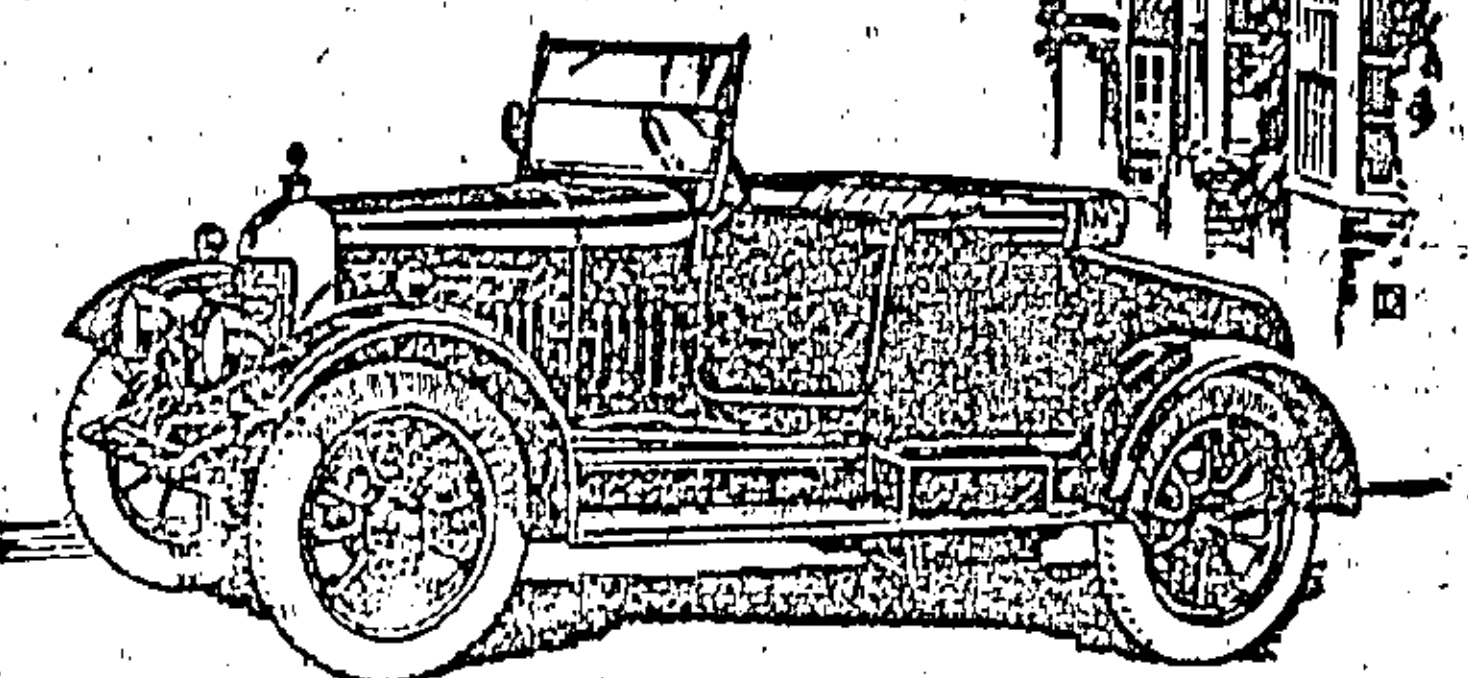
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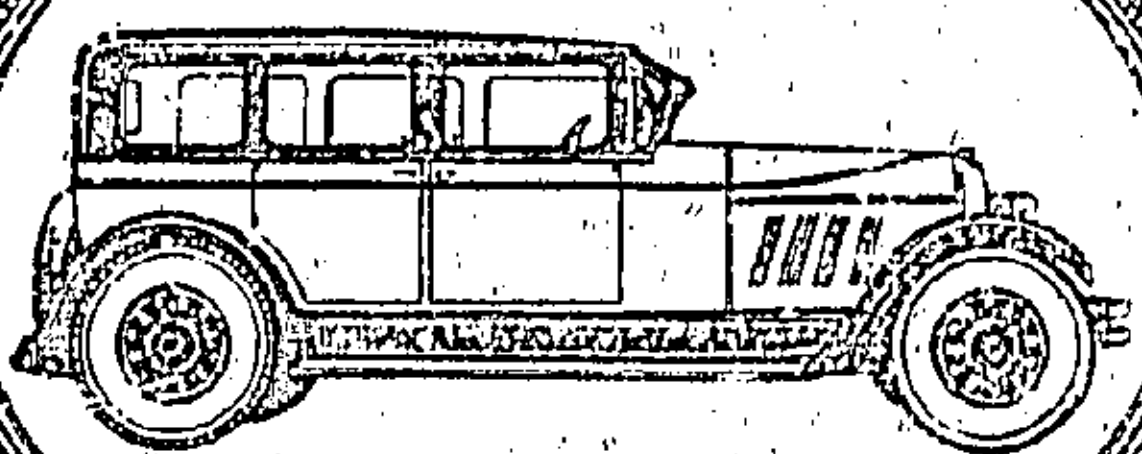
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MOTOR CAR NAMES.

SIDELIGHTS ON THEIR
DERIVATION.

Few motorists, probably, give a thought to the origin of the names of their cars. The name may be familiar enough to everybody, but its exact origin is rarely referred to, and is often forgotten even by the manufacturers concerned.

There are three ways of arriving at a name for a new make of car. One is to call it after a certain person, the second to use the initials of the company's title, and the third to invent, or borrow, a name which it is thought will fit the case. The great majority of cars are named after either their designer or the man originally concerned in organizing the company. Daimler is called after Gottlieb Daimler, who was one of the people chiefly responsible for the original motor car. De

Dion comes from the Marquis De Dion; Panhard, an abbreviation of Panhard et Levassor, was one of the most famous pioneers in the motoring movement; Voisin, Riley, Romeo, Morris, Singer, Rolls-Royce, Citroën, and Austin are other examples.

Names composed of initials are chiefly used by French or Italian firms: Fiat being an abbreviation of Fabbrica Italiana Automobili Torino; S.L.M. of Societe Lyonnaise d'Industrie Mechanique; S.P.A. of Societa Ligure Piemontese Automobili. G. W. K. is made up of Grice, Wood and Koller, the three men originally responsible for the firm; A.B.C. is a reminiscence of the All British Engine Co.; F.N. is short for Fabrique Nationale des Armes de Guerre; and B.S.A. of the Birmingham Small Arms.

CURIOUS CHOICES.

There are, of course, many other firms with initial-letter

names. Perhaps the more interesting section, however, is made up of those for whom a special name has been chosen. When, for instance, the originators of the Waverley car sat in conclave to decide the vexing question of its name, every kind of suggestion and idea was in turn examined and rejected, the choice finally falling on one man's favourite book—the Waverley novels.

Considerable controversy has been aroused concerning the name Alvis, which was stated by some people to be taken from that of a dwarf famous in mythology. It is, in actual fact, however, a pet name of someone associated with the company in its early days, and chosen because it sounded well and because it would bring the car almost to the head of any alphabetical lists which were published.

The name Clyno is mysterious

for those at present connected with the company have no notion whatever as to how the name arose. Perhaps some reader will be able to solve the puzzle. Lagonda is in a way, even more interesting, as one would imagine, at first sight, that this must be a word with some meaning, and actually the manufacturers state that it was simply a made-up word chosen because it sounded well. Curiously enough, there is another Lagonda Company, in Springfield, U.S.A., but this has no connection with the British firm.

PERSONALITIES AND PLACES. Sometimes the name of a car is compounded of that of a person and a place, as for example the Aston-Martin, in which Aston refers to the famous hill. Aston Clinton, on which hill-climbs have taken place in the past. A.C. has another derivation, as it means Auto, Carriers, and referred

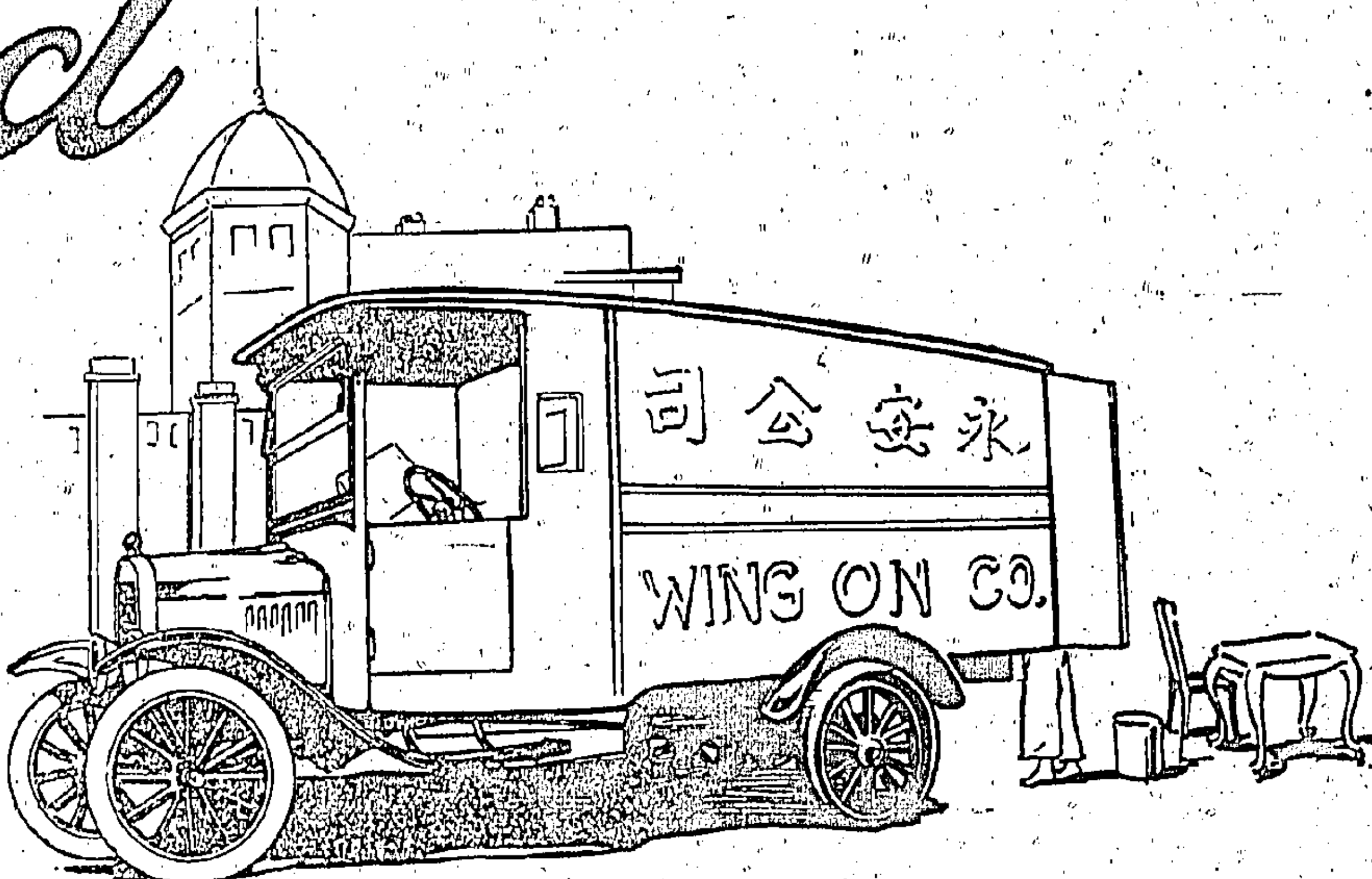
originally to a carrier tri-cycle which the firm constructed. The precise origin of Rhode is original.

By the way, it is odd that no car has ever been called Dorcas, a name particularly applicable in connection with good works. Cadillac has a rather romantic origin. In the old days a member of the French nobility, Seigneur Antoine de la Mothe Cadillac, founded the city of Detroit, which now is the home of the motor car industry in the United States, and after him this particular car was named.

The Vauxhall was called after the Vauxhall Engineering Co., which in its turn owed its name to the situation of the firm's then premises in London. As regards the Trojan, the phrase "working like a Trojan" may be cited.

So behind many of the names there is a little history, and sometimes romance.

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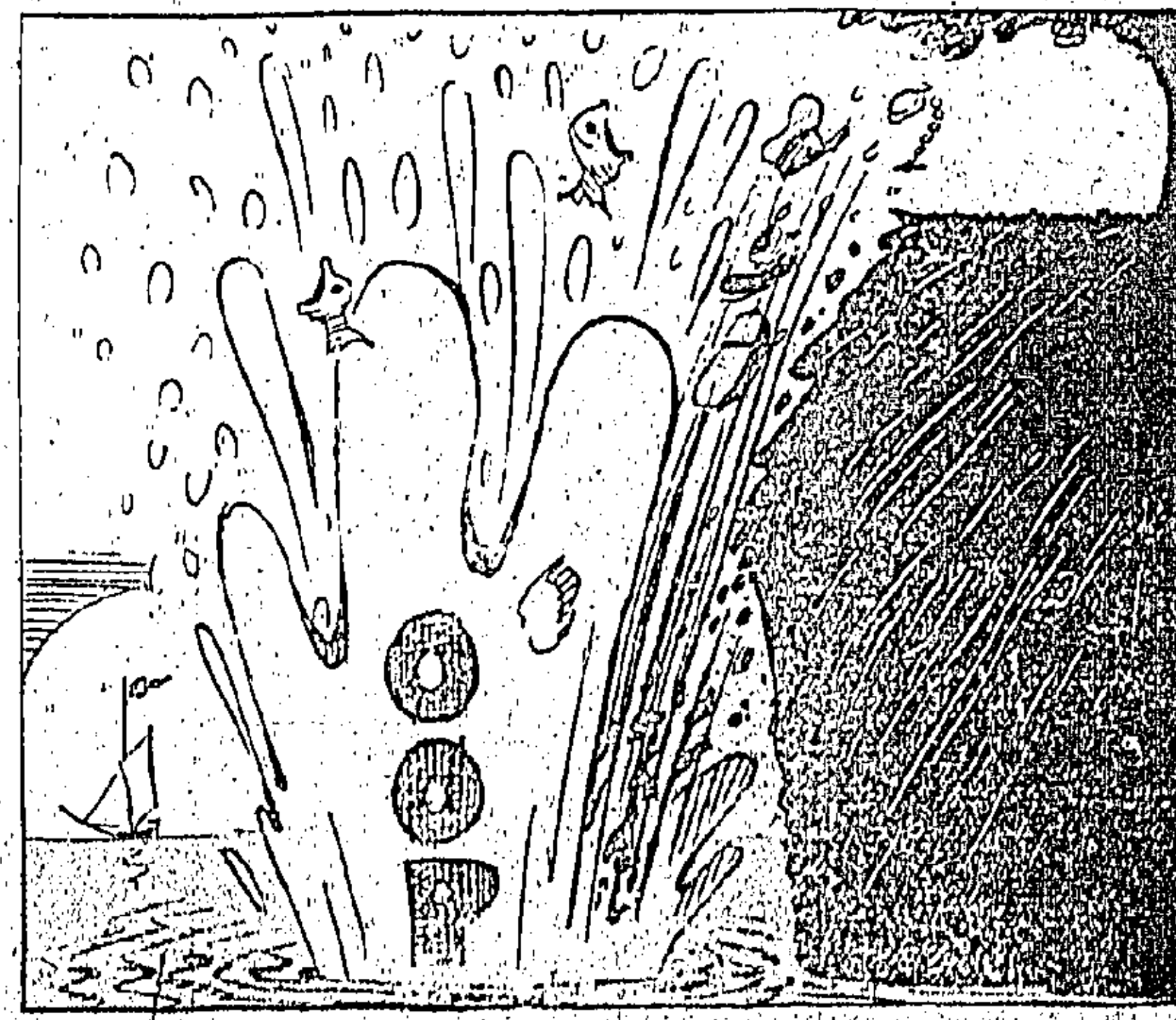
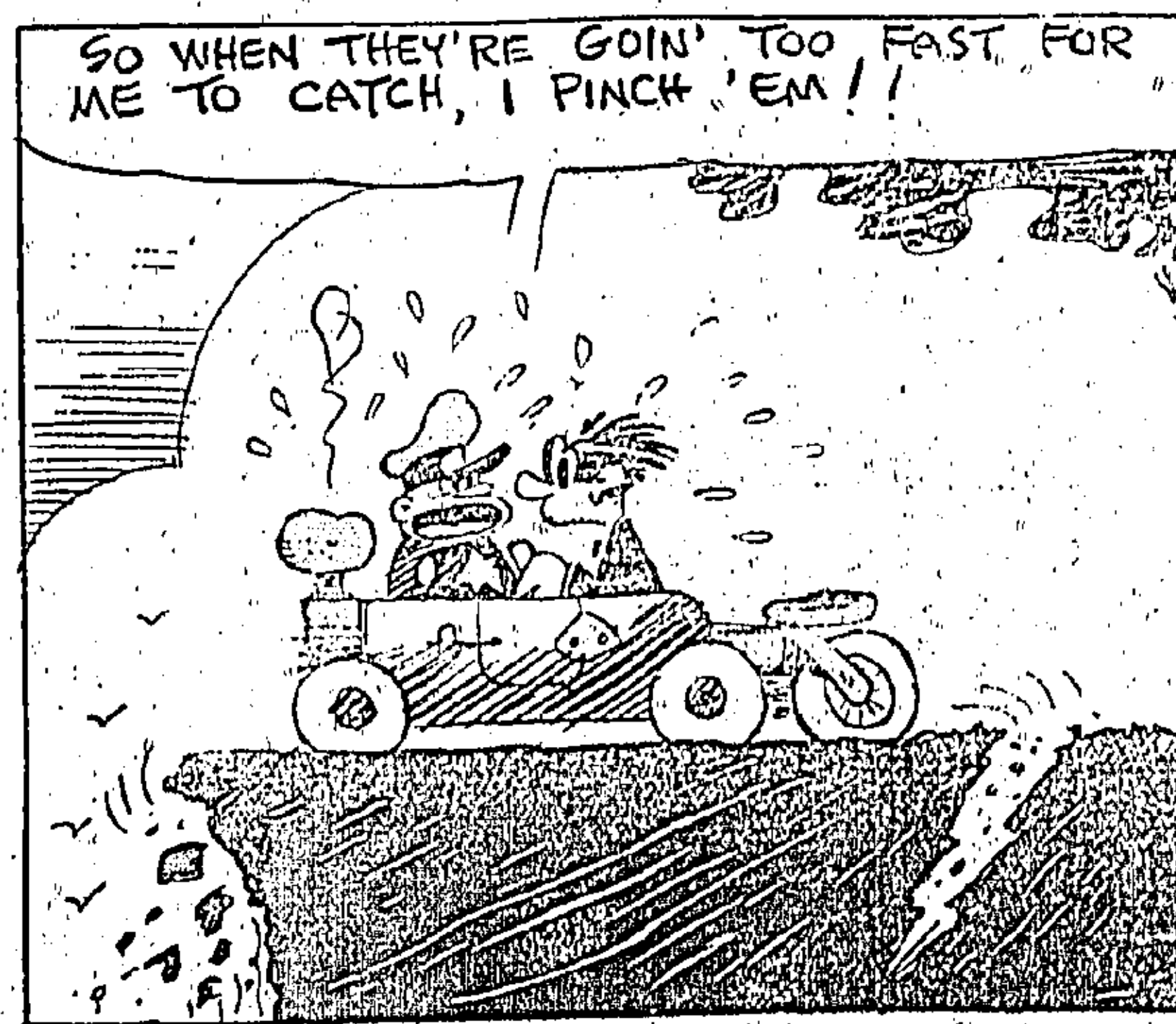
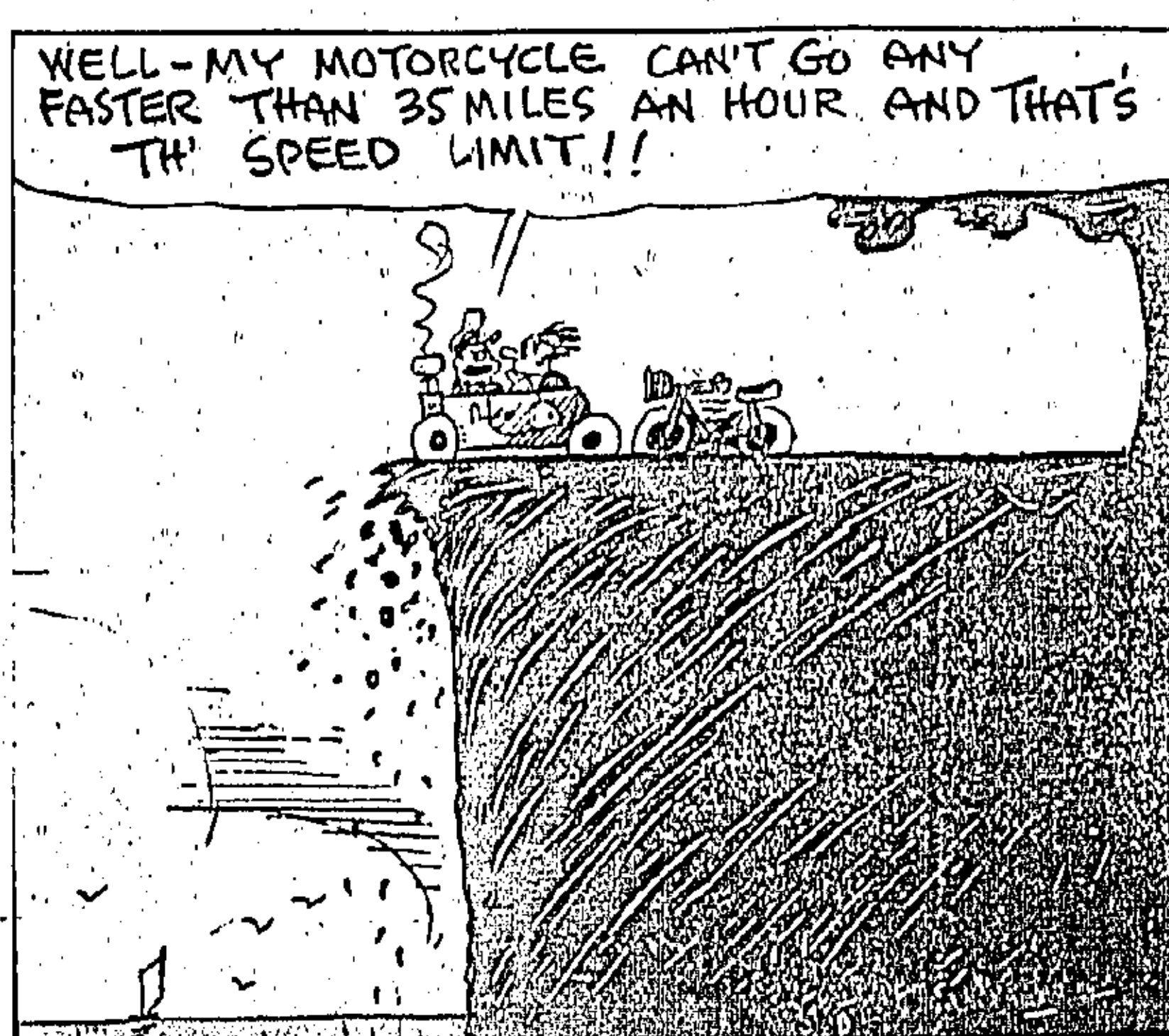
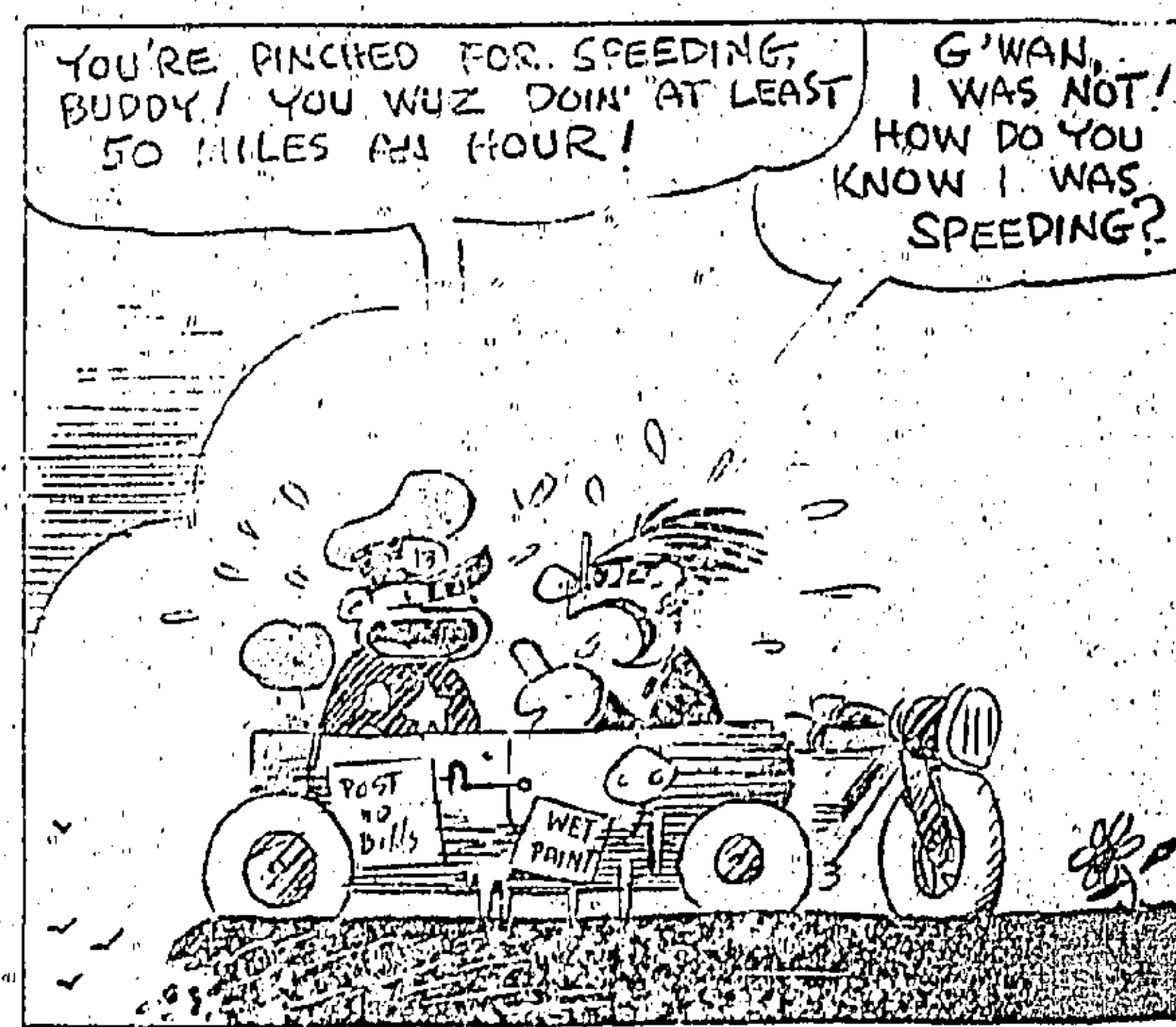
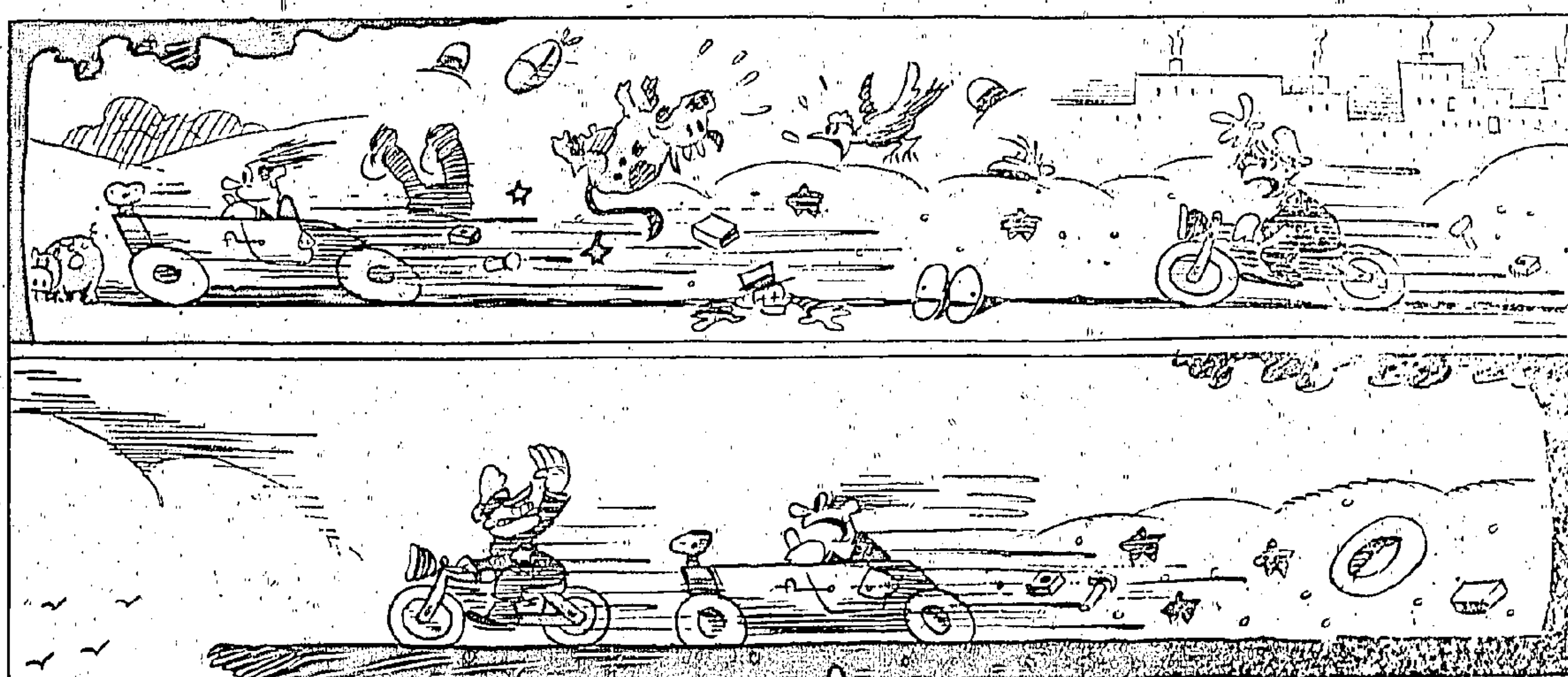
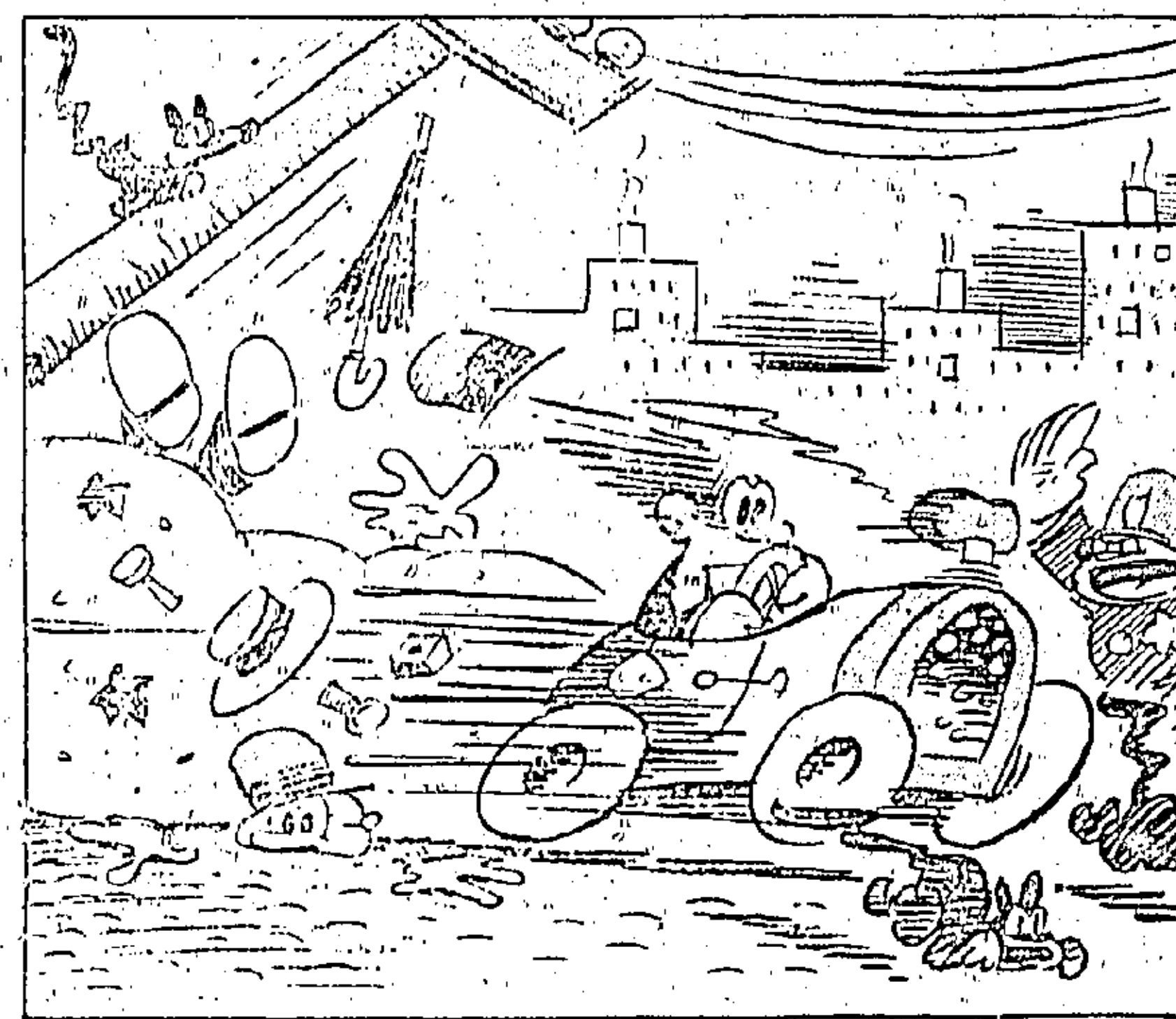
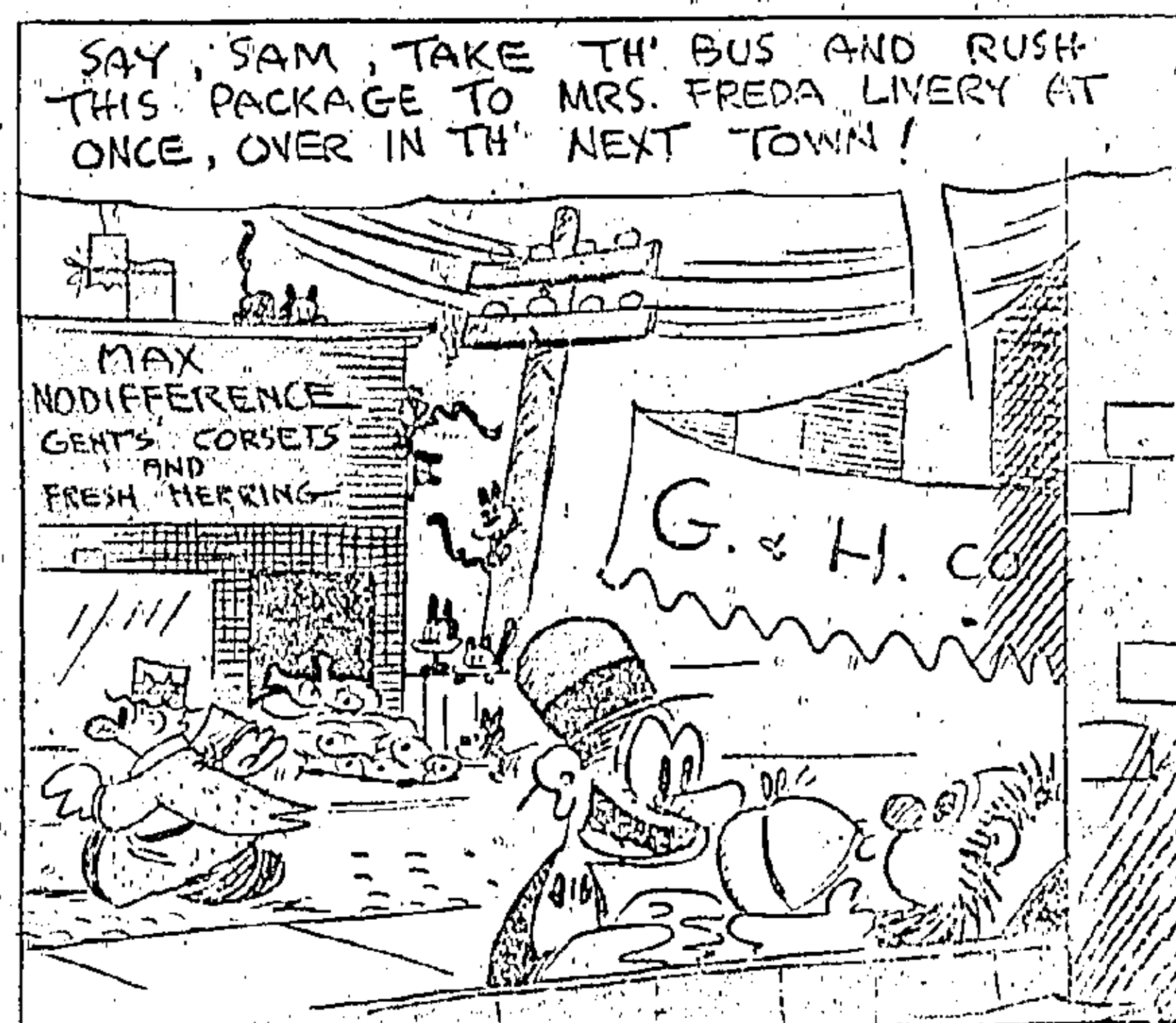
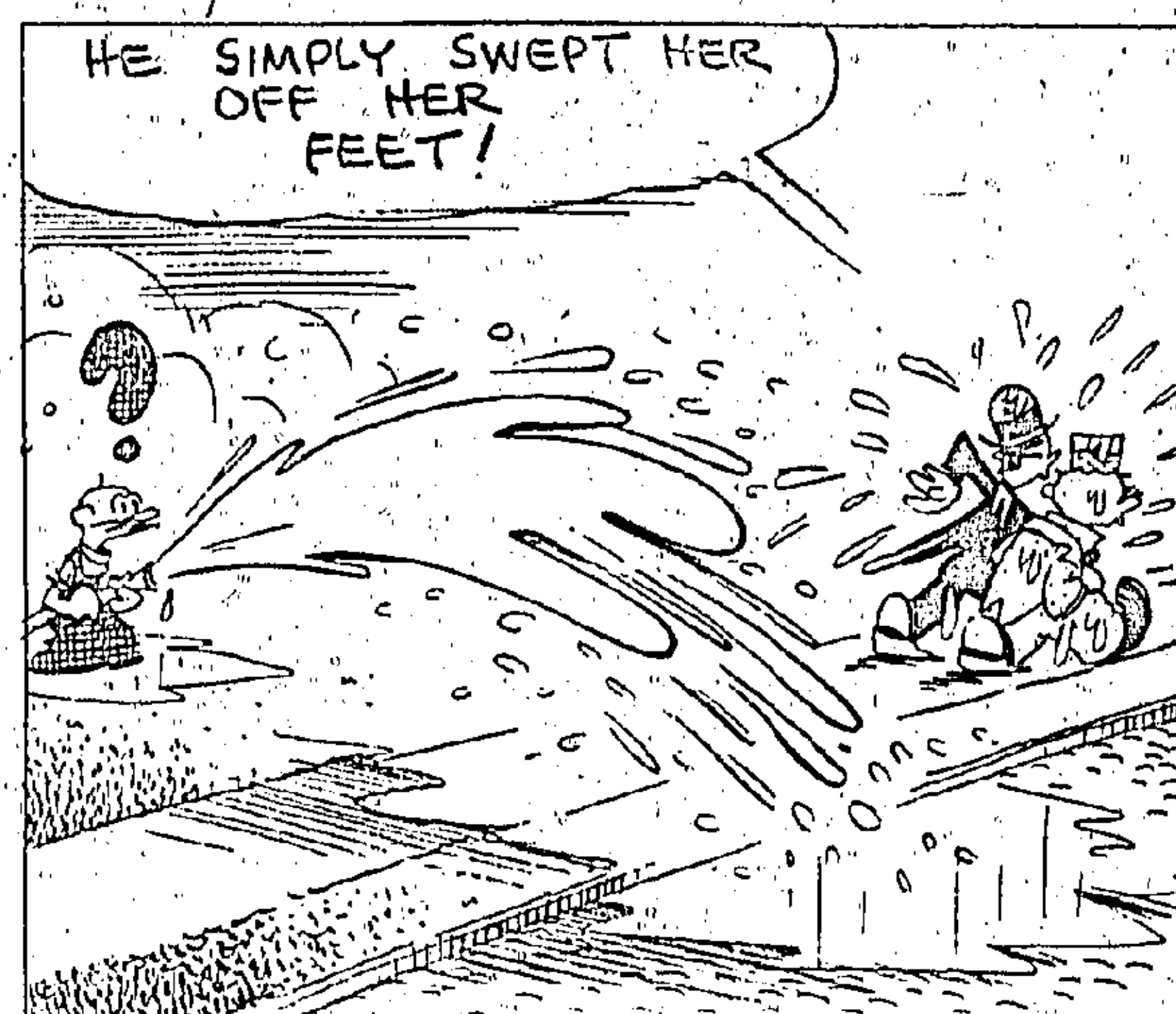
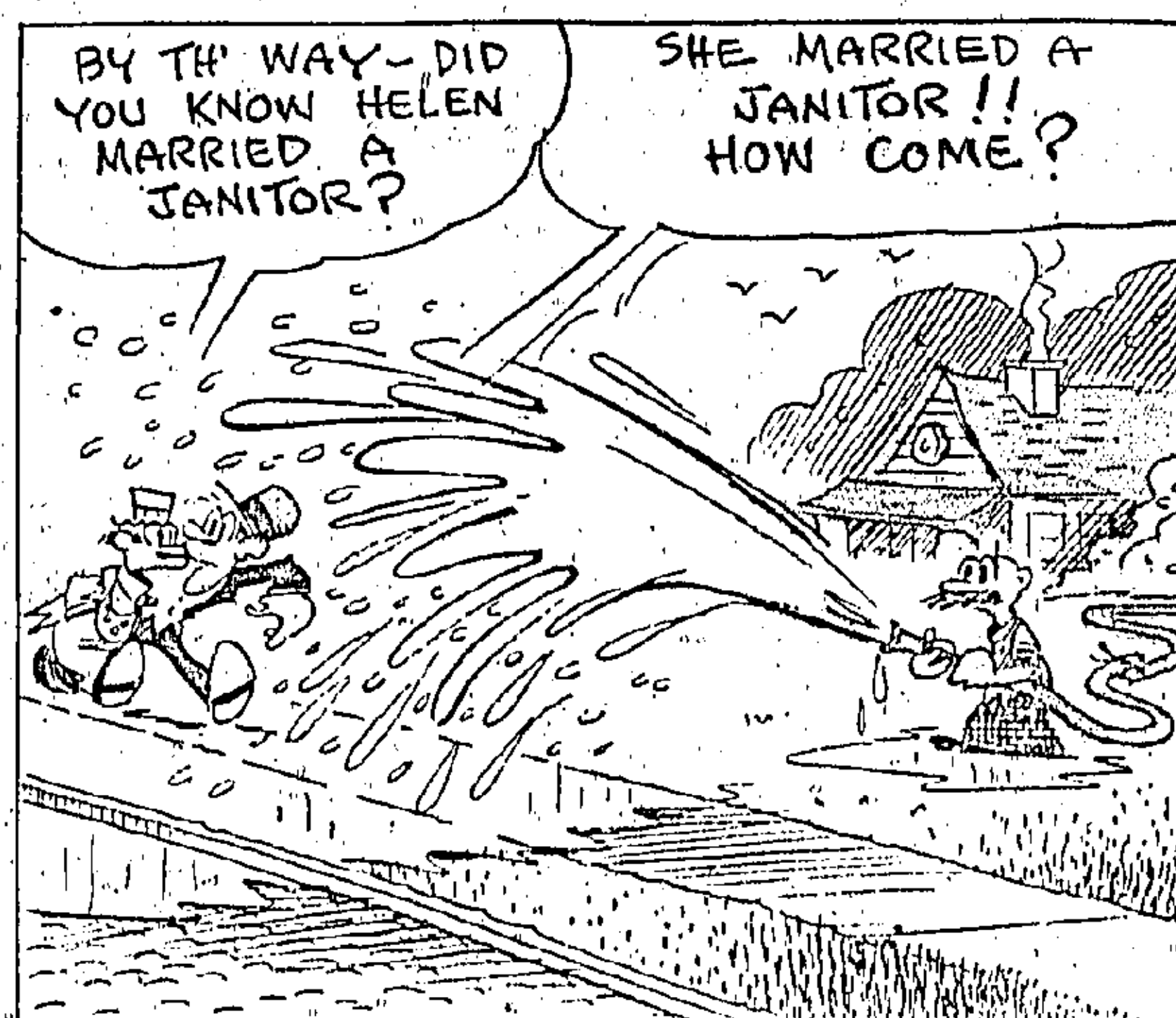
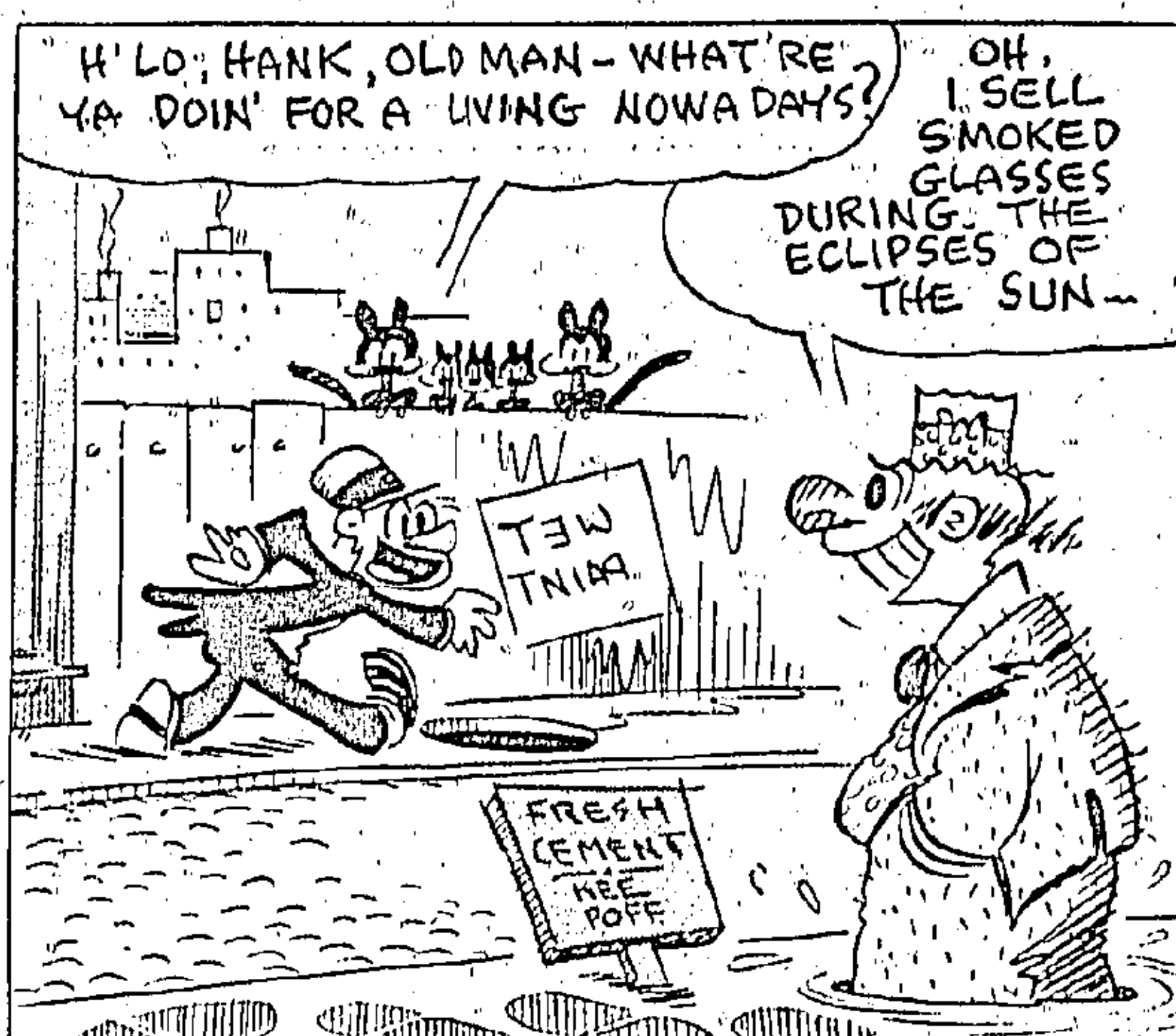
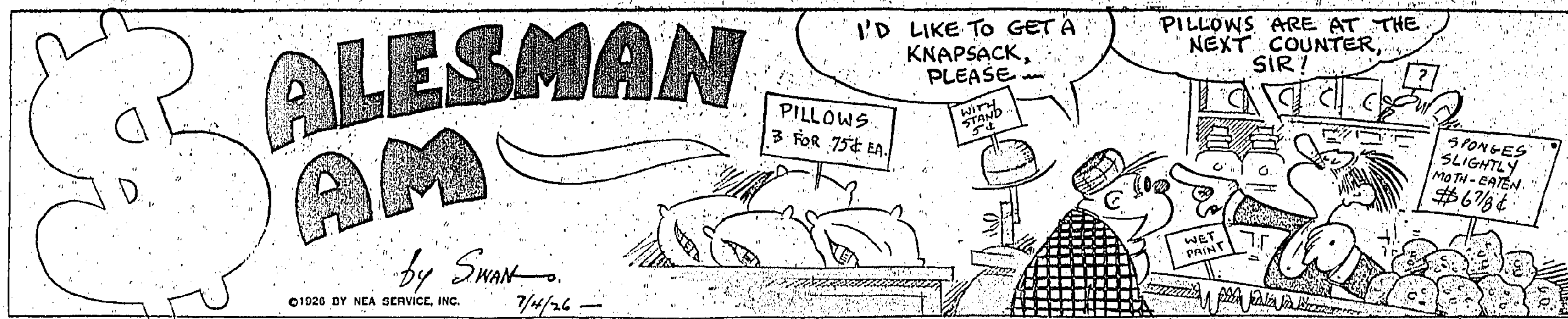
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STRAITS SETTLEMENT
CONDITIONS.COMPLETE REVIVAL OF
TRADE.

SOUND FINANCES.

In his report on the Straits Settlements for 1925, the Colonial Secretary, the Hon. Mr. Hayes Marriott says:

The year under review witnessed the complete revival of trade. A rubber boom and a steady tin market resulted in trade figures for the year of a magnitude never surpassed in the Colony.

Restriction of the production of rubber remained in force throughout the year and the policy can be said to have fully and completely justified itself.

Prosperity in the two great Malayan industries resulted in a temporary shortage of labour and a considerable increase in wages.

The financial position of the Colony is eminently satisfactory and the year witnessed the establishment of the Opium Reserve Fund.

The revenue for the year 1925 amounted to \$53,850,960 exceeding the Estimates by \$26,653,505, whilst the expenditure was \$67,593,959 being \$23,742,999 more than the Estimate.

The revenue was \$25,221,799 more than that of 1924, while expenditure was more than the 1924 figure by \$30,887,543. The excess of expenditure over revenue was \$3,742,999 as compared with an excess of revenue over expenditure of \$1,932,845 in 1924.

The revenue for 1925 was increased by \$20 millions transferred to the Colony from the Currency Commissioners' funds. The expenditure includes \$30 millions paid into the Opium Reserve Replacement Fund under the Head of Miscellaneous Services, the \$30 millions being made up of the \$20 millions from the Currency Commissioners and \$10 millions from the Colony's Surplus Funds.

FRENCH HONOUR.

FOR MR. E. S. KADOORIE OF
SHANGHAI.

Paris, July 23.

Mr. E. S. Kadoorie, of Shanghai, has been named a Commander of the Legion of Honour because of the considerable services which he has rendered to France.—Havas.

COURTESY.

[BY THE REV. GEO. E. ARROWSMITH, M.A.]

"Manners maketh man," runs the old saying, and if this is so they are not unimportant as some would have us believe. The Greatest Teacher of all time had some striking things to say on this subject. Listen, for instance, to this brief lesson in politeness: "When thou art bidden of any man to a marriage feast sit not down in the chief seat, but when thou art bidden, go and sit down in the lowest place." What Christ cared for is surely worth our caring for. He inveighed against rudeness as well as against sin, breaches of social etiquette met with His hot displeasure as well as transgressions against the moral law, and He was forever urging His disciples to cultivate a graciousness of manner, well-knowing that it was only in this way that they could commend their religion to others.

True courtesy finds its birthplace in the home. Some people are models of refinement and "good form" amongst their friends and the outside world in general, but once they cross the threshold of home their good manners fall from them like a cloak. I have known sons who were politeness personified to the mothers and sisters of other men, but who treated the members of their own family with the scantiest of ceremony. How different was the example of Christ! How infinitely tender He was to His mother—no angry, harsh, or unkind word was ever addressed to her, even on the cross He was solicitous about her welfare, and almost with His last words He tenderly committed her to the care of His disciple.

Unfortunately, from one cause or another, rudeness in the home is all too common nowadays. It is largely due to laziness—we simply don't want to be bothered! We will make an effort to be pleasant and agreeable when outside, but once we get behind our own front door surely we are at liberty to throw off all restraint? It is a disgrace to us who all call ourselves Christian if it be so: our religion has not done very much for us, and we must have read our New Testament with a strange lack of understanding if it does not make us attractive and well-mannered at home amongst our own kith and kin.

I was reading the other day of a young undergraduate at the university who was brilliantly clever. His mother was a worthy woman, not intellectual like her son, perhaps, but gentle and good. "I have heard," says the writer,

that young university sprig, who was not worthy to unloose his mother's shoe-latchet, talk down to her, and patronize her with a but-half-disguised contempt, until I could have struck the man! The first people who will know whether your good breeding is ingrained or but a superficial adjunct will be your family, for courtesy (like charity) begins at home.

But we must not think that the home is the only important place and that courtesy is to be confined there—the lives of some good people would almost give this impression. They are admirable as parents, or as sons and daughters, and none is so considerate for the feelings of others as they are within the four walls of their own house, but outside they seem to ignore the little common politenesses of life, they seem to take a fiendish delight in outraging etiquette and in treading on the social corns of their neighbours. Their rudeness may be due to thoughtlessness, but such conduct is inexcusable in a follower of Him whose whole mind was given up to the welfare of others: sometimes it is due to preoccupation, their mind soars into the heavens and they forget the little civilities of ordinary life; how different from the conduct of Christ—courtesy was as natural to Him as communion with His Father.

Tennyson wrote: "Manners are not idle, but the fruit of noble nature and of loyal mind." and yet, if his biographer is to be believed, this great Christian poet was brusque and boorish in his manners—his beautiful mind was effectually hidden under an uncouth personality. We are told that a lady once wrote asking him to explain one of his poems. "Dear Madam," he replied, "I merely supply poetry to the English people—not brains!"

Tennyson is not the only one whose personality is spoilt by discourtesy. How often we hear people described in some such way as this, "So-and-so is a good fellow, but, oh, he is such a rough diamond!" There are rough-minded folk who are like the rose—pleasant to contemplate when once you have forced aside the prickles.

Let us resolve that there shall be no thorns about us to give pain to others, let us pray God to make us winsome and likable, let us ask Him to chisel and polish the rough diamond till it is a thing of beauty fit for a heavenly crown.

DAIRY FARM NEWS

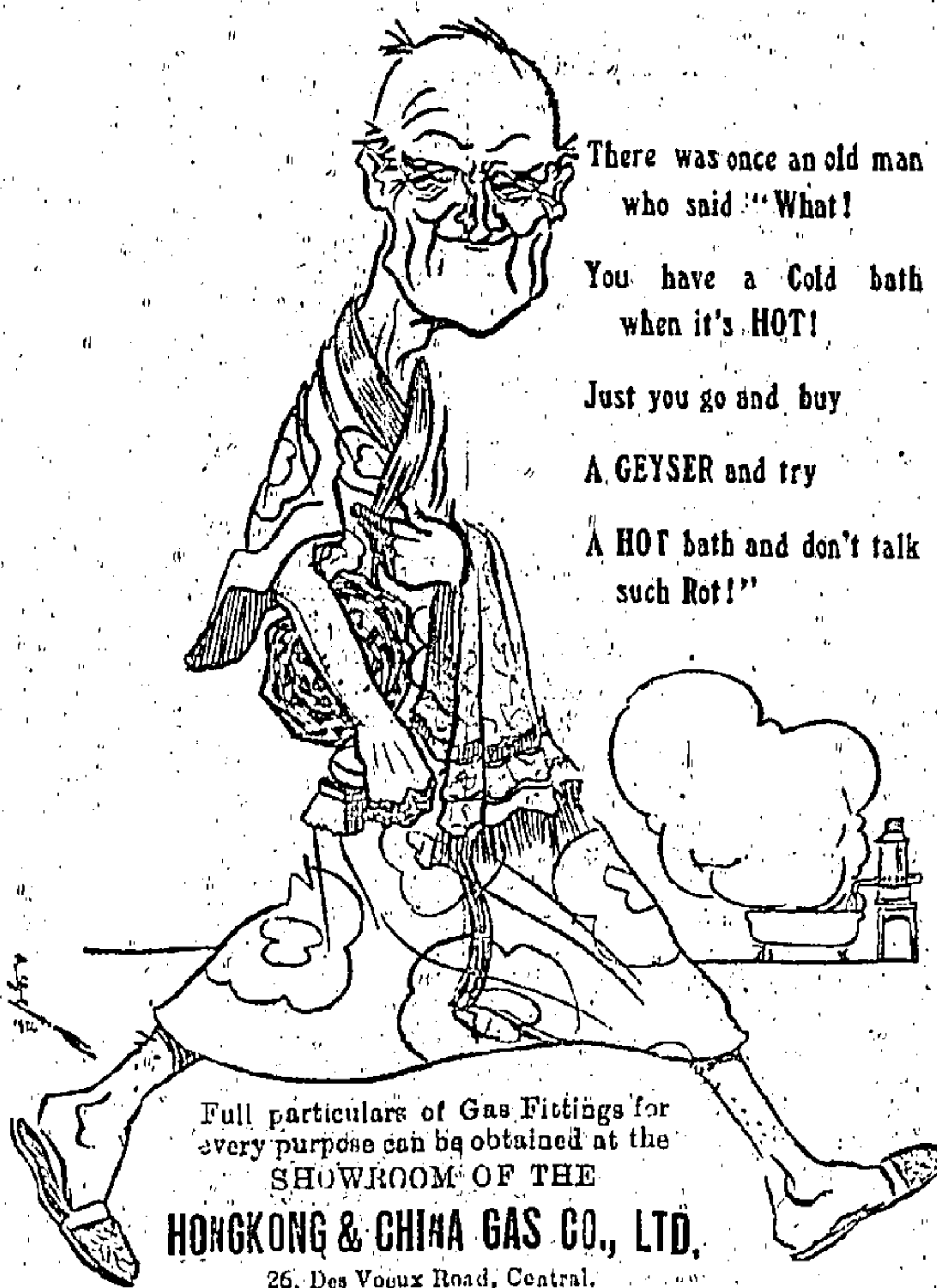
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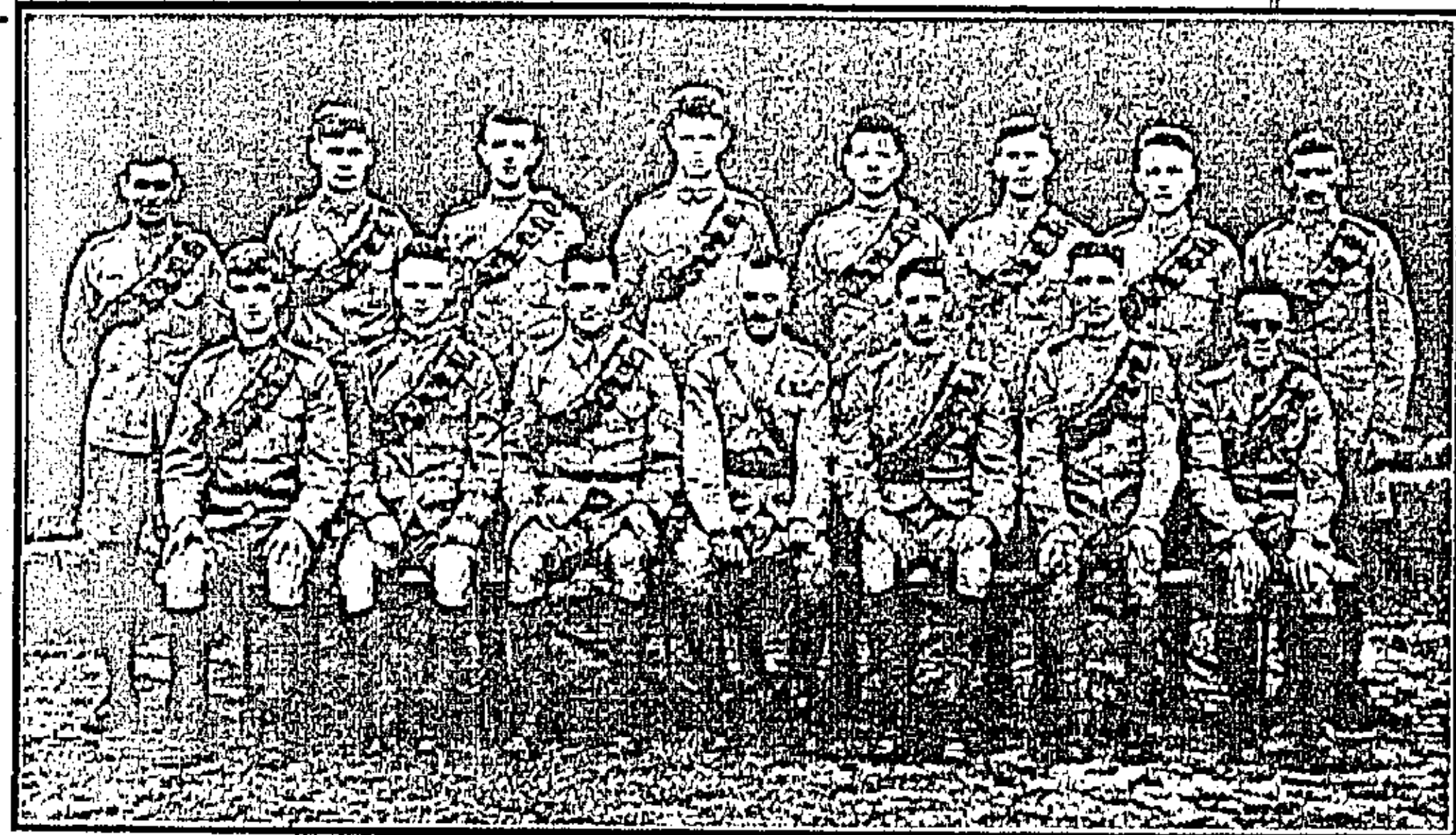
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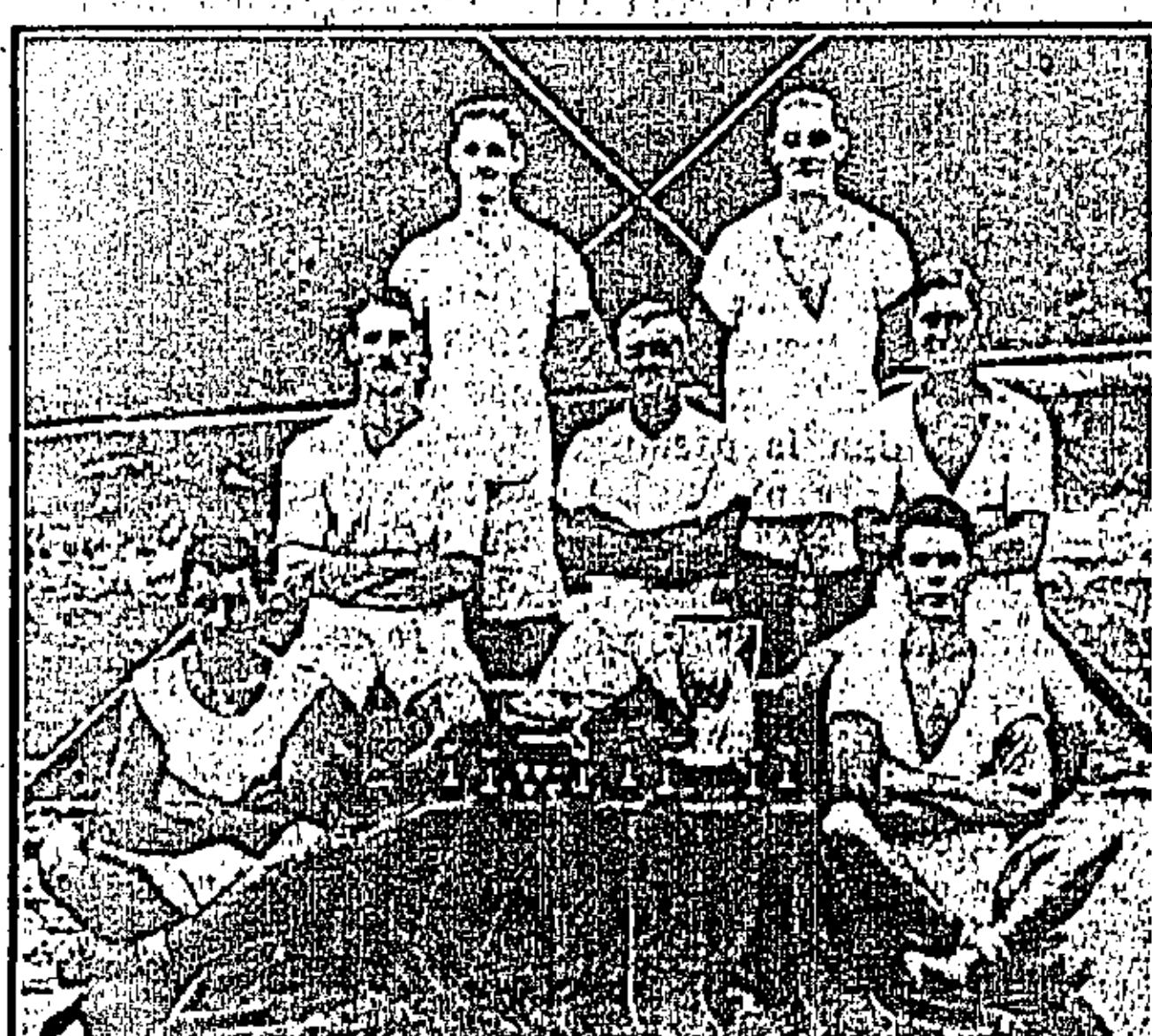
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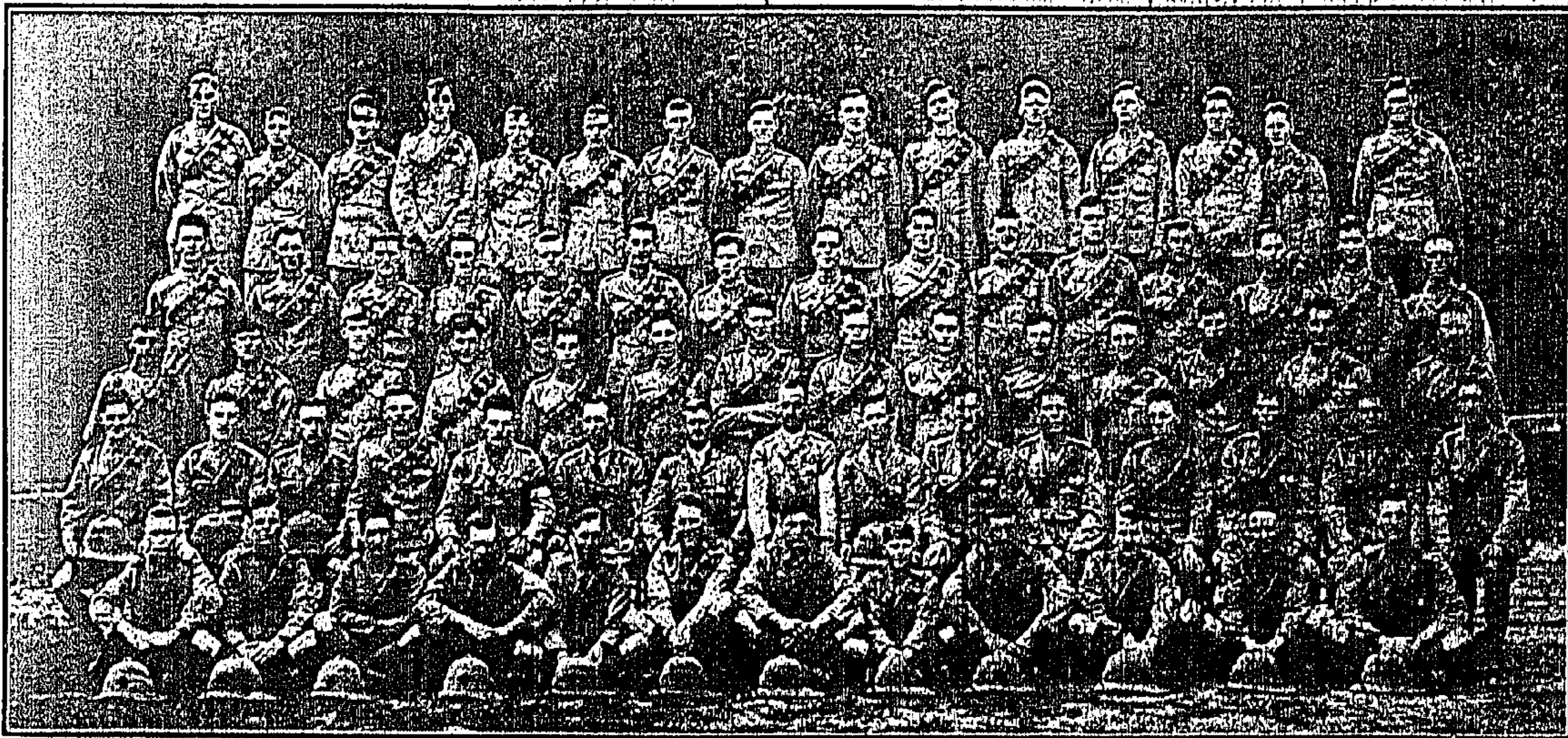
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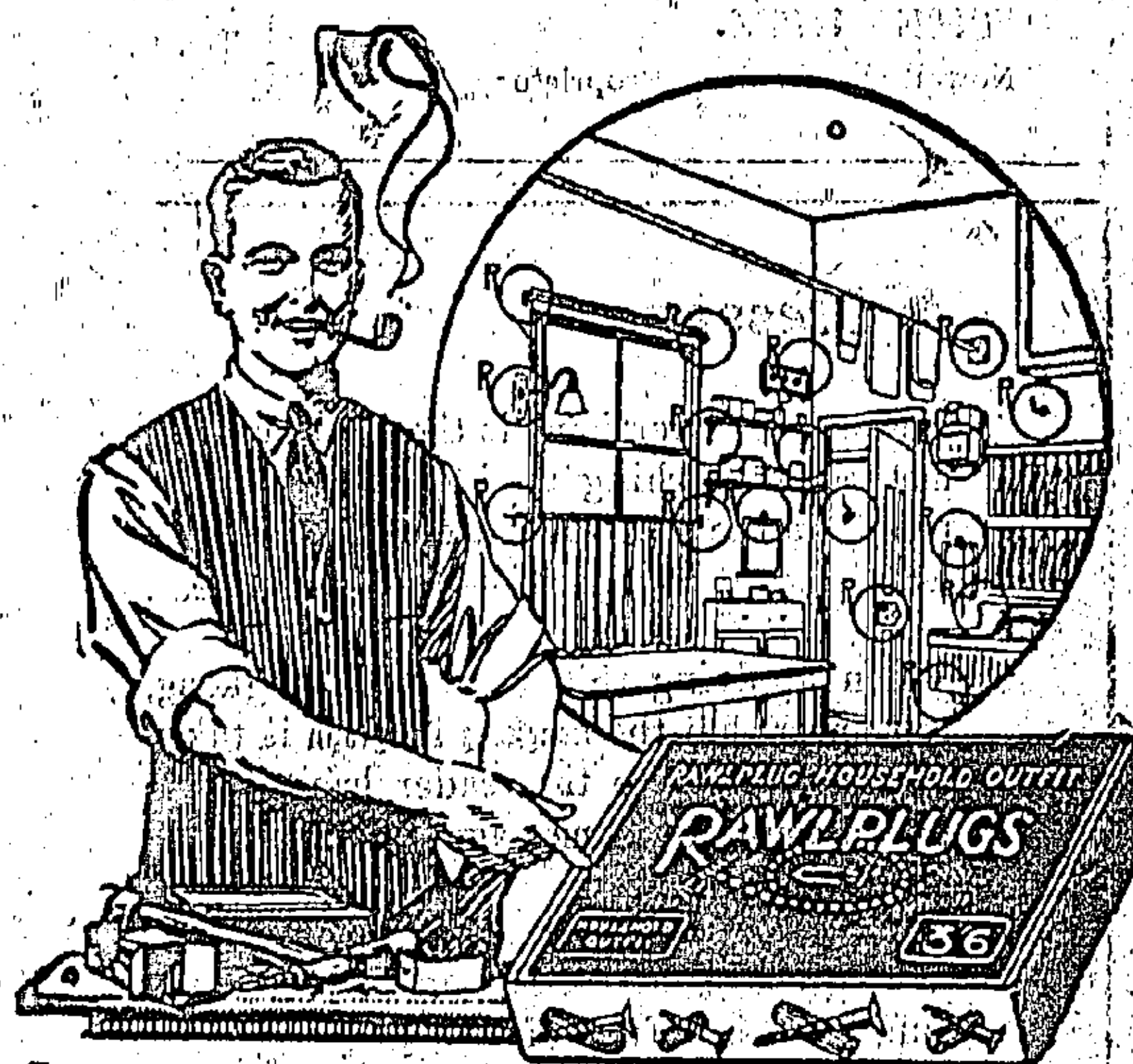
The Junior N. C. O.'s Club of the 12th Heavy Battery, Lyceum. (Photo: A. Hing).



The rowing crew of the 12th Heavy Battery, R.A., winners of the Command Boat Race, 1926. (Photo: A. Hing).



The above picture shows the officers and men of the 12th Heavy Battery of the Royal Artillery. (Photo: A. Hing).



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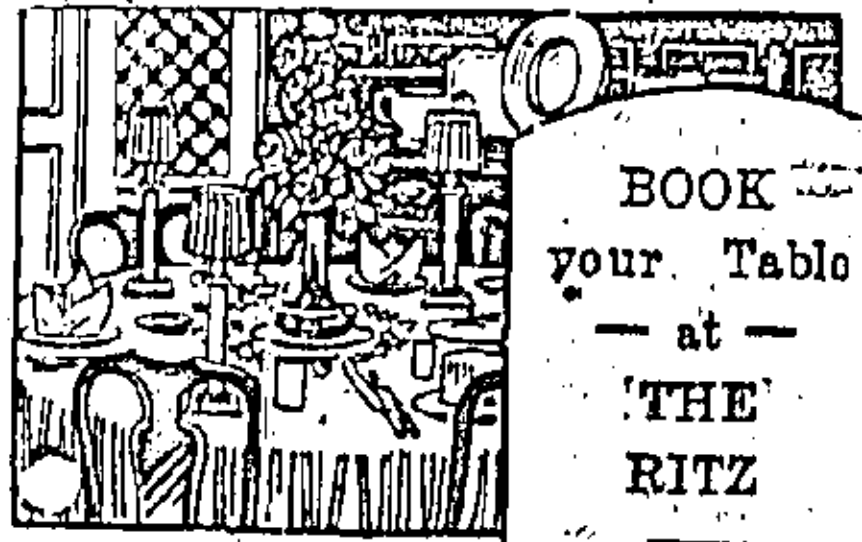
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1-3, Wyndham Street.

Organisers of a Labour demonstration who wished to include Mr. G. Bernard Shaw's play, "The Showing Up of Blanco Posnet" in the programme received the following letter from Mr. Shaw:—Under no circumstances can any play of mine be performed without payment of the standard author's fee. A Labour Advisory Council ought to understand this as a point of trade unionism. What is, more, unless you can assure me that the sixpence for

admission will go to the players, and not to any other non-theatrical body, the performance must be classed as amateur, and the amateur fee (two or three guineas—I forget which) paid to the Society of Authors. It is hard enough for my poorer fellow-authors to meet the competition of my players without the additional handicap of having them persuaded gratuitously.

CANTON'S CASE.

STATEMENT PRESENTED AT CONFERENCE.

The following is the text of the statement of the Chinese case presented by the Chinese Delegation at the second sitting on Friday, 16th July, of the Conference for the settlement of the Chinese-British disputes in the Liang-kuang:

"In accordance with what are doubtless the wishes of the British Delegation, we propose to begin consideration of the anti-British trouble in the Liang-kuang by first concentrating attention on the aspect of it which has found expression in the anti-British boycott.

What is this boycott? Ignoring mere details or purely accidental features, it consists essentially in Chinese workers refusing to load or unload British ships and in the Chinese people, in our territory refusing to buy or deal in British goods, or to sell goods to the British. It is admitted that the boycott is an organised patriotic movement which has been sustained by the Chinese people in South China for more than a year.

June 23, 1925.

If the anti-British boycott is to be settled and not simply suppressed by force and so transformed into an enduring element in Chinese-British relations throughout China, it is necessary to find out, at least, its direct and immediate cause. In homely phrase, a malady is cured by treating its cause.

The anti-British boycott in its typical form began immediately after the events of June 23, 1925, off the Shameen. And none with a sense of causation can possibly doubt that the boycott was the direct and immediate outcome of the killing and maiming of Chinese students and others on that fateful day. If, therefore, the anti-British boycott is to be terminated by a negotiation settlement, we must first deal with the transactions of June 23, 1925.

Point in Dispute.

Broadly speaking, the material facts of the case are not in real dispute save one, namely whether the British or the Chinese fired the first shot. But even this point became of secondary importance when the entire incident is examined from the standpoint of juridical responsibility. Such an examination leads us first to a brief review of what may be called the causal background out of which sprang the tragedy of June 23.

It is an historical fact that the Chinese people as a whole were powerfully stirred by Sergeant Evanston's order to his men "to shoot to kill" the Chinese students and others who demonstrated at Shanghai on May 30, 1925. In China, as elsewhere, school boys and girls of to-day are the rulers and workers of to-morrow, and a nation is necessarily interested in its student class. There is also a special reason why the Chinese people are interested in their students. A nation that is not dying must have an articulate group, and for reasons inherent in the present period of transition through which China is passing, this mark and quality of vitality in a nation is possessed by the Chinese student class. If China is to live her students must continue to voice the new economic and political needs of the Transition until a new equilibrium is established between the Chinese people and the changed environment in which they find themselves after three-quarters of a century of commercial, diplomatic and social intercourse with foreigners.

Chinese Student Class.

This view of the Chinese student class explains the range and depth of the repercussion of May 30 on the nation. Along the great line of the Yangtze—at Hankow, Kiukiang, Nanking—and in the North, notably in Peking, significant manifestations of national feeling and a new consciousness occurred. Even to-day, more than a year after the event, the conception of Sergeant Evanston's action on May 30 as a massacre persists in the Chinese Nationalist mind. And the sense of wrong engendered is all the greater now that the bloodless handling of a far more dangerous crowd at Shanghai on the first anniversary of May 30 proves that Evanston's action was wholly unnecessary as an application of the doctrine of the preventive massacre, i.e. the prevention of a bigger massacre by the mob, which Lieut.-Colonel Hilton-Johnson and other British witnesses at the Shanghai Judicial Enquiry swore

would have taken place had Evanston not ordered firing into an unarmed crowd of students and others.

A Repercussion.

Owing to fighting in Canton which enabled the Government to destroy sundry rebel elements and to unify the province, the repercussion of May 30 was not fully felt here before the middle of June, when the real significance and gravity of the occurrence began to be understood. In Peking and elsewhere there was already a realization that an event had taken place which was of the order of acts that create epochs in history. As Canton is the greatest Nationalist centre in the country, it is not strange that May 30 should be envisaged from an uncompromisingly Nationalist standpoint and seen to be a decisive expression of the struggle between the body of economic and political needs and ideas known as Chinese Nationalism, whose chief motive is the achievement of real Chinese independence, and the opposing system of ideas and forces which, deriving their sanction from the long series of treaties dating from the transaction of Nanking in 1842, is known as Foreign Imperialism.

This interpretation of May 30 would naturally find expression here in the form of patriotic demonstrations and other popular manifestations. And it was the driving necessity to express the Nationalist mind and feeling on a profoundly poignant act of tragedy that Canton organized the memorable demonstration of June 23. It is indisputable that the procession, which was the central feature of the demonstration, consisted largely of students and school-children and was entirely unarmed save as to the Whampoa cadet section who were in ordinary parade attire.

Not a Capital Issue.

The question as to which side fired the first shot is not a capital issue in view of the actual circumstances of the case and the grim results of the shooting. Never in its history had Shameen been so completely and perfectly protected. Separated by its wide canal and sand-bagged, barbed-wire, equipped and garrisoned by forces armed to the teeth and supported and covered by the great guns of the foreign warship in the harbour, Shameen was impregnable and absolutely safe even on the incredible assumption that there was any real Chinese intention to capture it. There were no such intention and there could have been none, and the results of the shooting proved it. The British suffered hardly any casualties, but fifty dead and more than a hundred wounded Chinese demonstrated afresh the meaning of a struggle between a fortress and a crowd. All the relevant facts of the case support the view that, even if the Shameen firing were done in the first instance in so-called self-defence (which is categorically denied), it was excessive and therefore legally unjustified. That Shameen, was, on June 23, 1925 in the mood and temper to act violently and excessively appears from the widely advertised letter written by the then British Consul-General on June 22, but actually received by Mr. Wu Chao-chu, former Minister for Foreign Affairs, about the hour of the actual shooting on June 23. It was sent through the post not delivered by messenger.

"Fantastic Story."

After referring to a fantastic story of certain students who had cast lots for the privilege of "posing as martyrs" (which he himself had to suggest "might be the figment of a fertile imagination"), the British Consul-General went on to declare that "if, on the other hand, it have any solid foundation in fact and should action of the kind be contemplated and take place, I have the honour solemnly to warn the Government of Kuangtung through you as their Foreign Secretary that any attempt to penetrate on the Foreign Concession at Shameen will be resisted by force of arms, and that for the consequences the Government will be held individually and collectively responsible." And he added that "due precautions are, however, being taken to guard against acts of mob violence, such as have occurred at Chinkiang, Kiukiang and Hankow, and should unfortunately they occur here, the blood of those who call upon crowd psychology to commit deeds of violence will be on their own head." It is plain that this is the language of one who, having envisaged the possibility, if not the certainty,

of shedding the blood of Chinese on June 23, 1925, would hardly be able to restrain armed and inflamed men under his orders from doing some bloodletting on the occasion. In other words we read the letter as a frank avowal of the British Consul-General's intention to do what Evanston had already done at Shanghai or (we say this in purely historical sense) General Dyer at Amritsar, i.e. action based on the doctrine of the preventive massacre which specialists of strong and drastic action are wont to advise as a magical operation with "Oriental" crowds.

While there can be no doubt that June 23 is the direct and immediate cause of the anti-British boycott (and of the intensification and extension of the Hongkong strike), it is certain that the practical blockade which the Government of Hongkong instituted against Canton and the rest of the province was a powerful predisposing and, later, continuing factor in the maintenance and enforcement of the anti-British boycott. The Hongkong Governor in Council, it will be recalled, prohibited the exportation of "rice, flour, tinned or preserved foodstuffs, gold and silver coin in

amounts exceeding five dollars and gold and silver bullion and banknotes of every description in amounts exceeding five dollars." This prohibition became known in Canton within a few hours of the tragedy of June 23, and whatever may have been its actual purpose and aim—it was then interpreted and continued so to be interpreted as a financial and economic blockade of Canton and the rest of the province, which had hitherto depended on Hongkong for supplies of rice and other foodstuffs.

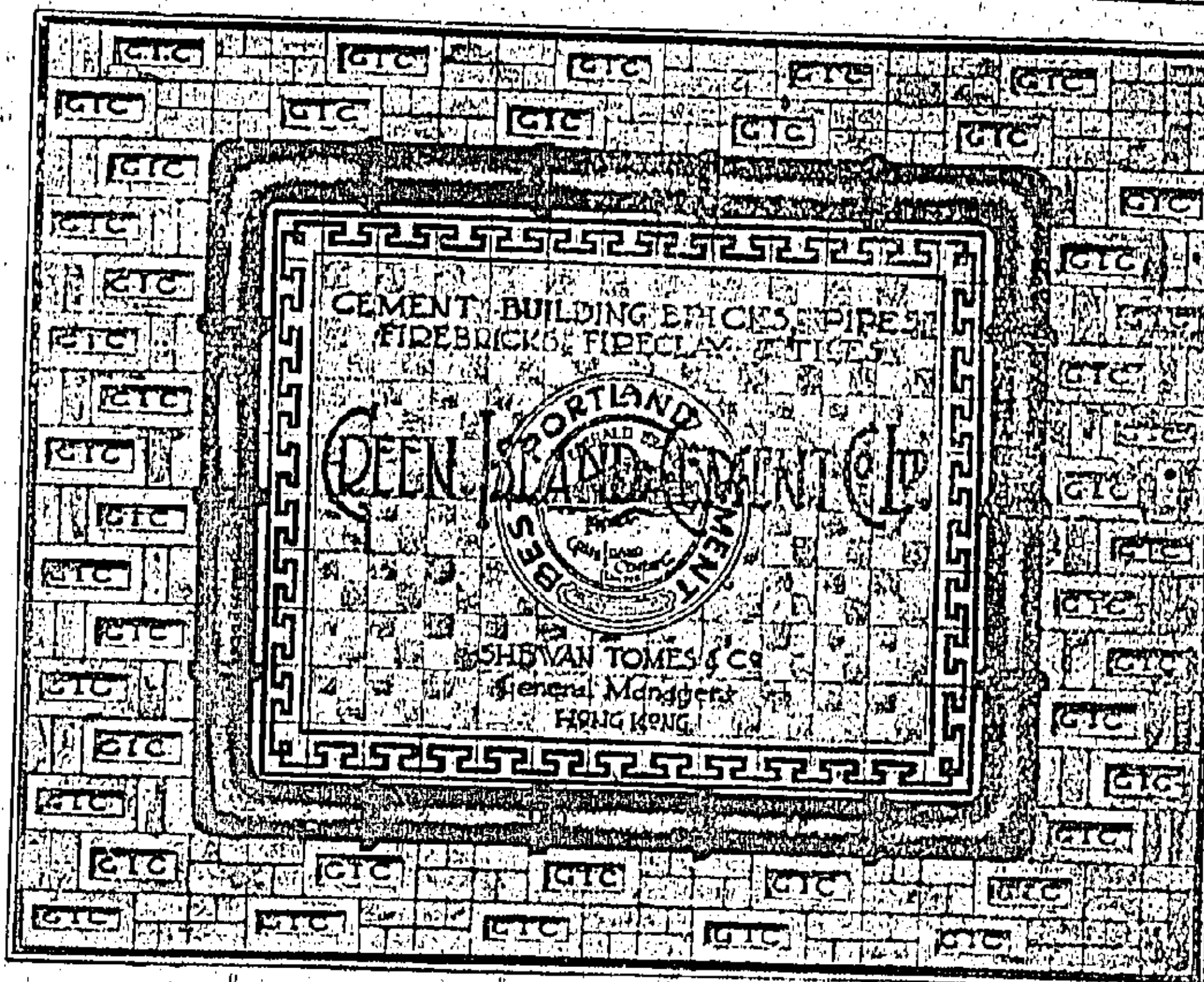
"Retaliation."

In a sense, it may be said that this Hongkong severance of economic relations with Canton suggested the precise form in which patriotic retaliation for June 23 should express itself. And if the anti-British boycott did not soon follow the course of other apparently similar manifestations of popular feeling in the past, one of the main reasons was that the movement came immediately to be envisaged as a means of effective defence against what Chinese Nationalists were led to understand as a British attempt, based on Hongkong, to starve and crush

Canton as the centre of Nationalist doctrine and activity.

But there is a more concrete reason why the anti-British boycott has been so long sustained. It is on record that my Government made repeated attempts to have the question of June 23 settled. And in reply to one of these attempts, the then British Consul-General stated that his Government could not entertain the demands formulated for a settlement of the question. These demands were conceived and formulated in the unusual circumstances immediately following the shooting of June 23, and they included terms which my Government, actuated by a sincere desire to arrive at a satisfactory settlement, is prepared to review in order that nothing incompatible with the real dignity and interest of Great Britain as a trading Power in China shall continue to obstruct the path of settlement.

Before communicating these new terms of settlement, we wish to have the views of the British delegation on this presentation and definition of the anti-British boycott issue.



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WOMEN'S INTERESTS

MEANS
SAFETY
NO
MICROBES



Above is pictured a wedding gown of satin encrusted with pearls and crystals, while the bridesmaid's dress is a lace creation.

THIS WEEK'S RECIPE.

Walnut Cake.—Required: 6oz. of butter, 6oz. of caster sugar, 5oz. of flour, 6oz. of shelled walnuts, 1 teaspoonful of baking powder, pinch of salt, 4 whites and 2 yolks of eggs, 1lb. of essence.

Toast the walnuts in the oven until crisp, then crush them small with a sugar pin. Beat the butter and sugar to a cream, add the yolks of the eggs one by one, beating each in well. Sieve the flour, baking powder and salt, and stir them in. Add the walnuts and the stiffly whipped whites of the eggs and flavouring essence. Put the mixture into a shallow tin (square or oblong) lined with greased paper and bake in a moderate oven for about an hour. When cold coat with white glaze and decorate with walnuts.



A princess silhouette gives distinction to this evening frock that combines satin and metal lace so gracefully. The deep circular source of metal lace accents its scalloped top with gold beads that are used, also, in the pattern of the flounce.

COMBINING COLOURS.

Colour is much brighter and stronger this year, and as a natural consequence we are rarely dressing all in one shade of it. The "flag" colours—deep red and bright blue—are great favourites, and it would need some courage to order an entire outfit of crimson or ultramarine.

What the smartest women are doing just now is to combine two colours, and the more daringly and originally this is done, the greater can be the success. Remember always that one colour must be the background one, and the other the vivid and striking note. It isn't easy to combine more than two colours, but one of them can be used in two shades, or two of them with black or white, giving an effect of three different tones.

Navy blue is a splendid background colour. It combines with almost anything, but is especially good with two shades of red, or with cornflower blue and white.

Cornflower, or "flag" blue, looks beautiful with cerise. A blue crepe de Chine dress and a cerise crinoline hat made a great success at a dress show last week.

The Neutral Tints and Green. Green only looks well with a neutral shade, such as beige or grey—grey is perhaps the better choice of the two. A light and a deeper shade of green, with grey accessories, is a very good colour-scheme.

Black combines well with any colour that is not too dark. Black and white and black and pale pink are favourite ideas just now.

Beige is particularly good with bright red or emerald green, and, of course, can always be worn successfully with brown. It doesn't look so well with any shade of blue or yellow.

Grey is the most accommodating of all; it looks right with practically any colour, dark or light.

Two of the favourite shades of the moment—bois de rose and chartreuse green—are, it happens, the least obliging. If you try to wear these with any bright colour, failure is certain. Bois de rose simply won't have anything near it but brown, and chartreuse is only possible with light grey, pale beige, or, for evening frocks, gold or silver.

Of course, it isn't so easy to combine two or three shades of colour in a costume as it is to go out and buy everything "to match." That is just a matter of money and patience, while a definite, original colour-scheme is an expression of your own ideas and personality. More difficult, but ever so much more amusing and worth while!

FASHION NOTES FROM CANNES.

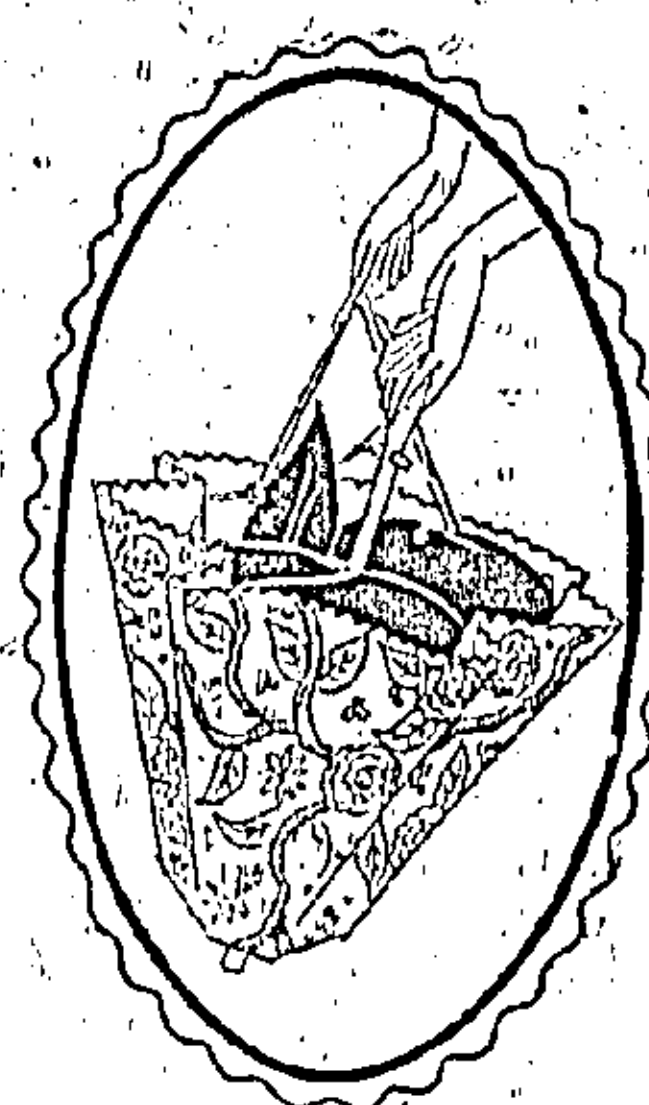
Silk muslin is one of the daintiest fabrics of the season. One of the new shades of green in this material is flowered with roses made up with a skirt that had irregular pleats. So many pleats are close, then a wide one, and then so many close. The border is strapped with plain material of the same colour as the darker shade of the floral design of the muslin. A long bodice with low waist is strapped with the plain material and the sleeves are bell also bordered with the plain muslin. The neck is rolled out with the plain material over which is worn a collar of real lace.

Vogue for Lace.

Lace seems to have come into its own this year. Women are bringing out their treasures and having them made up with muslin for summer wear. Flounces of Brussels or Italian lace for evening wear are in favour, and a frock half satin, half lace, is one of the smartest. Metal lace is still in favour, and the method of making part of the dress metal lace and part satin in the new soft quality and the latest colours is specially smart as metal lace always has been. A young bride may wear a gown of Parma violet satin cut to her figure and without sleeves. Over the skirt a drapery of satin edged with old-rose point lace is put on with shirring under the low waist-line. Piece lace and chiffon also make up into charming frocks, in alternate bands of lace and chiffon, a style that is exceptionally suited for the wear of women who are no longer young.

Trimmings in Favour.

Trimmings are shown on some of the new models. Thick silk cut into discs in the form of



A cretonne sunshade rub-berized inside closes with a drawstring and makes a bag to tuck wet bathing things in.

roses border some silken wraps, and the same are repeated on the high collar. Though collars are high on the back, they are mostly arranged so that they can be rolled out at will, and the fashion of having a flat collar set on the fronts of a coat and adjustable still prevails. Still, we find the ensemble with its frock of pretty figured material and its coat of thick silk or fine woollen lined to match the frock and trimmed with flounce, collar, and cuffs of one of the favourite summer furs. Ermine is first. A middle-aged woman whose hair is white wears an evening gown of black brocade fastened on one of the draped sides with a large diamond buckle. With it she has a long scarf, almost a square shawl, of the black brocade edged with ermine.



Two of the new wide brimmed hats. The one on the right is of green georgette while the one on the left is in black and white.

SUMMER DRESS NOTES. A NOVEL LAMP SHADE.

Frivolous and beautiful coats of chiffon or georgette accompany the smartest summer frocks. These wraps, though sometimes trimmed with deep borders of summer fur, are so light that the wearer will toss her coat across her arm as carelessly as if it were a scarf that she had just removed.

"Above the knee" length frocks are worn with coats that are a few inches longer than the dresses—the fashion has a charm of its own when displayed by the very young girl.

Hats are trimmed with flowers to match the pattern of flowered chiffon frocks. A wide straw hat, trimmed with poppies, cornflowers and big daisies, was worn with a chiffon frock that showed all these blossoms on a corn-coloured background.

Black and white check is being used with a discrimination that adds to its smartness. A white crepe de Chine jumper suit was finished with a bow of black and white check at the neck, and a border of black and white check at the hem of the skirt.

If you must wear a small hat on a fine and festive day, choose one

A new lamp shade of pleasing design has interchangeable sides of painted glass. Separate sets of panels may be bought, so that it is easy to change the colour scheme of the lighting at desire. Moreover, the glass panels are very easily taken out for cleaning purposes. The shades are made so that they are suitable for all average gas and electricity standards.

of the new guipure lace turbans. A chartreuse green lace turban, swathed in gauze and trimmed at the side with a green feather "brush," accompanied a frock of green lace and chiffon, and looked quite in the picture.

A black and white "pin" check mousseline de soie frock had deep borders of black, and was accompanied by a transparent black cloak.

Lace frocks in all colours triumph. The liking for border effects extends to lace, however, and net or chiffon borders finish lace frocks. A beige lace dress had coloured borders several inches deep of flowered chiffon, the flowers being very large red, green, and black poppies.

THE EFFECT OF COLOUR.

That certain colours suit certain types and that others have a disastrous effect upon the appearance of one of the same type is realized only too well by every woman who has any pretensions at all to good looks or smartness. But it is often hard, when confronted, to decide which exactly is the wrong colour. For colourless women grey, of course, is impossible. Navy blue is the best colour, for it has the effect of heightening the colour and therefore the woman with grey eyes and "potato" hair usually finds this her best colour for street wear at least.

Greens are complementary colours to reds, and bring out more strongly the colour of the cheeks. Therefore bright green should not be worn by a woman of florid complexion, and for the girl with rosy cheeks of a more delicate hue light shades of green—such as Nile—will be found best.

Red too is a colour to be avoided by the woman with ruddy cheeks, but it is certainly a colour for clear blondes and for certain brunettes.

Bright blue is a complementary to yellow and therefore heightens the effect of golden hair. For the same reason blues should not be worn by a woman with a markedly yellow skin—because they bring out the worst tones. Pure white also has a tendency to accentuate the yellow tones of a yellow complexion and therefore a cream colour looks better with such a skin than does white.

Mauve and orchid ought to be worn only by persons with rather delicate colouring, but for the colourful brunette such shades are seldom suitable.



Miss Elinor Modill Patterson, who gained stage fame as the nun in a play "The Miracle," is the daughter of Joseph Modill Patterson, wealthy New York and Chicago publisher.

CRETONNE SHOES.

Women who have so far maintained that a simply-cut shoe is the only smart design will be bound to alter their opinions. The latest shoes vary in pattern and in detail, and allied with these revolutionary changes, the one-time favourite summer colours of beige and grey and white have given place to all the gayest hues imaginable.

The Oxford foundation continues to be the most successful shape, for it goes well with the sports outfits of the moment. But it is by no means the very conventional cut the name implies. The latest examples are made in bright leathers, and are further treated to original pipings of contrasting coloured kid or dyed snakeskin.

Odd fabrics are used with extraordinary success, and of these fine Panama straw is the most in demand. It is made up into highly practical models, with firm leather-covered heels. Straw-made shoes for afternoon wear are treated to a superimposed design of straw embroidered flowers across the vamp.

Cretonne-covered heels and cretonne bindings are another smart fad. Another favourite design is trimmed with narrow strips of kid, which follow the line of the instep and spread into a broad sandal fastening front.

Laced shoes are also a fad of the moment. The most approved of are those which fasten very much as a cross-over bodice fastens, with loose lacing and tremendous eyelet holes.

SOME FLORAL TOUCHES.

Padded silk flowers which made their first appearance on evening frocks are used on summer hats of straw and linen.

With sports suits of woollen fabric and suede are worn button-holes made of the material and of leather, in matching colours, of course.

Waist buckles of precious or semi-precious stones appear in the form of flowers and fruit; a basket of berries or blossoms being a favourite design.

Organdi flowers, butterflies, petals, or leaves are sewn lightly and at random on to the short, full skirts of chiffon dance frocks.

FASHION NOTES.

Many a georgette crepe frock is given a distinct style by finishing the head with a wide puffing of taffeta in the same shade. These bands often amount to thick ruches.

Black lace is at the highest of its popularity, and is quite frequently combined with black or blonde chiffon.

An exquisitely feminine touch is given to the new street frocks by lace pleatings at the neck and sleeves.

Large silk handkerchiefs are tied about the waistline of some of the smartest sport frocks, usually just below the natural waistline.

Very snappy suits for afternoon wear are of chiffon or georgette crepe in pastel colours, with pleated skirts and simple little coats.



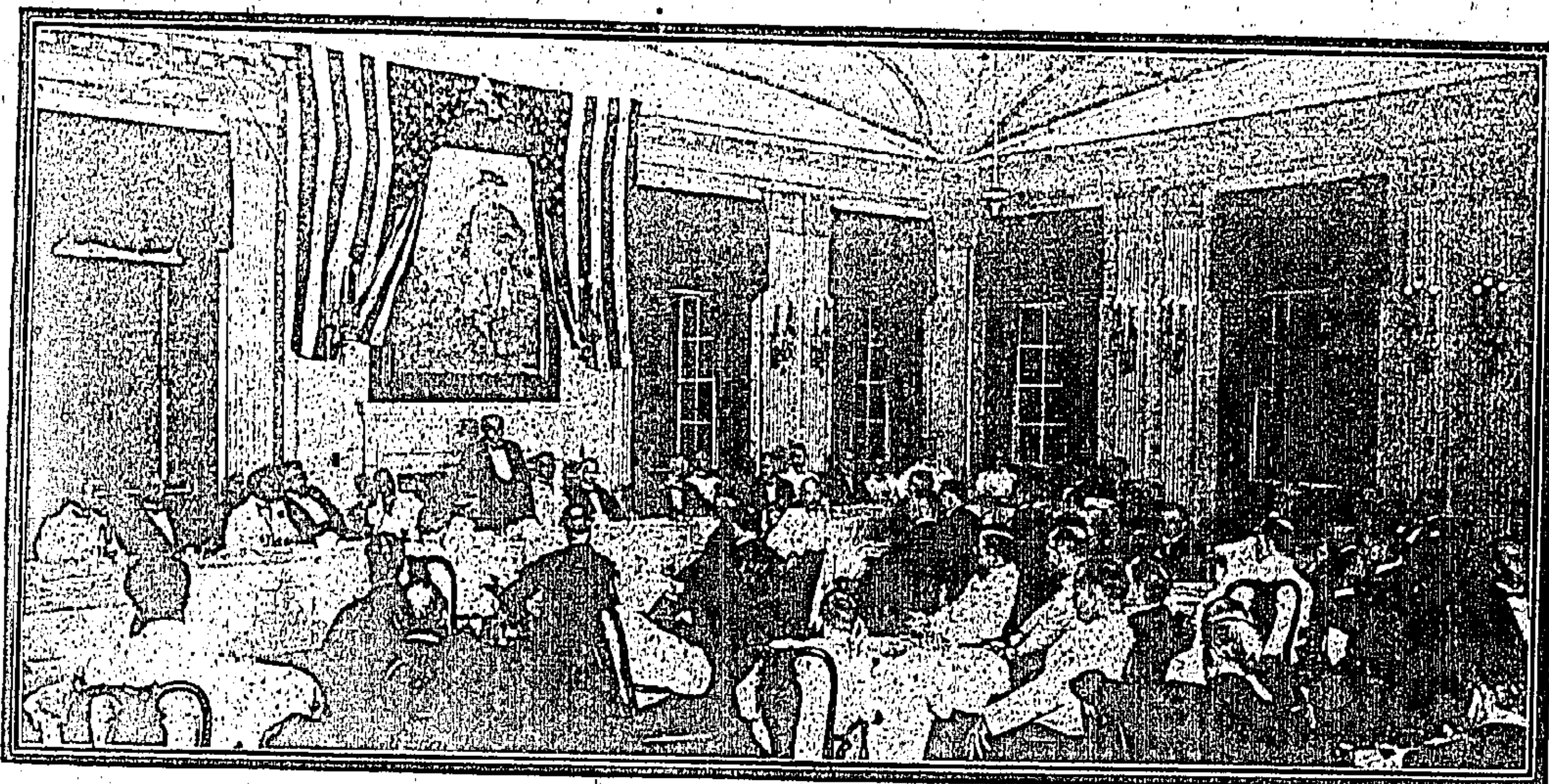
The summer ensemble brings together a most attractive little frock of printed crepe and a crepe Roma coat. The frock is colourful with yellow, red and blue flowers upon a white ground. Pearl buttons do up the vest-like front, which by the way is piped in red.



TIFFIN PARTY FOR CAPTAIN ROBERT DOLLAR.—Captain Robert Dollar was the guest of honour at a tiffin party at the Union Club, Shanghai, which was attended by about 100 men the largest gathering at such a function. In his speech Captain Dollar stressed the importance of the influence of the English-speaking people upon the future of the world and of civilization. Captain Dollar also predicted an enormous growth for Shanghai during the next twenty years.



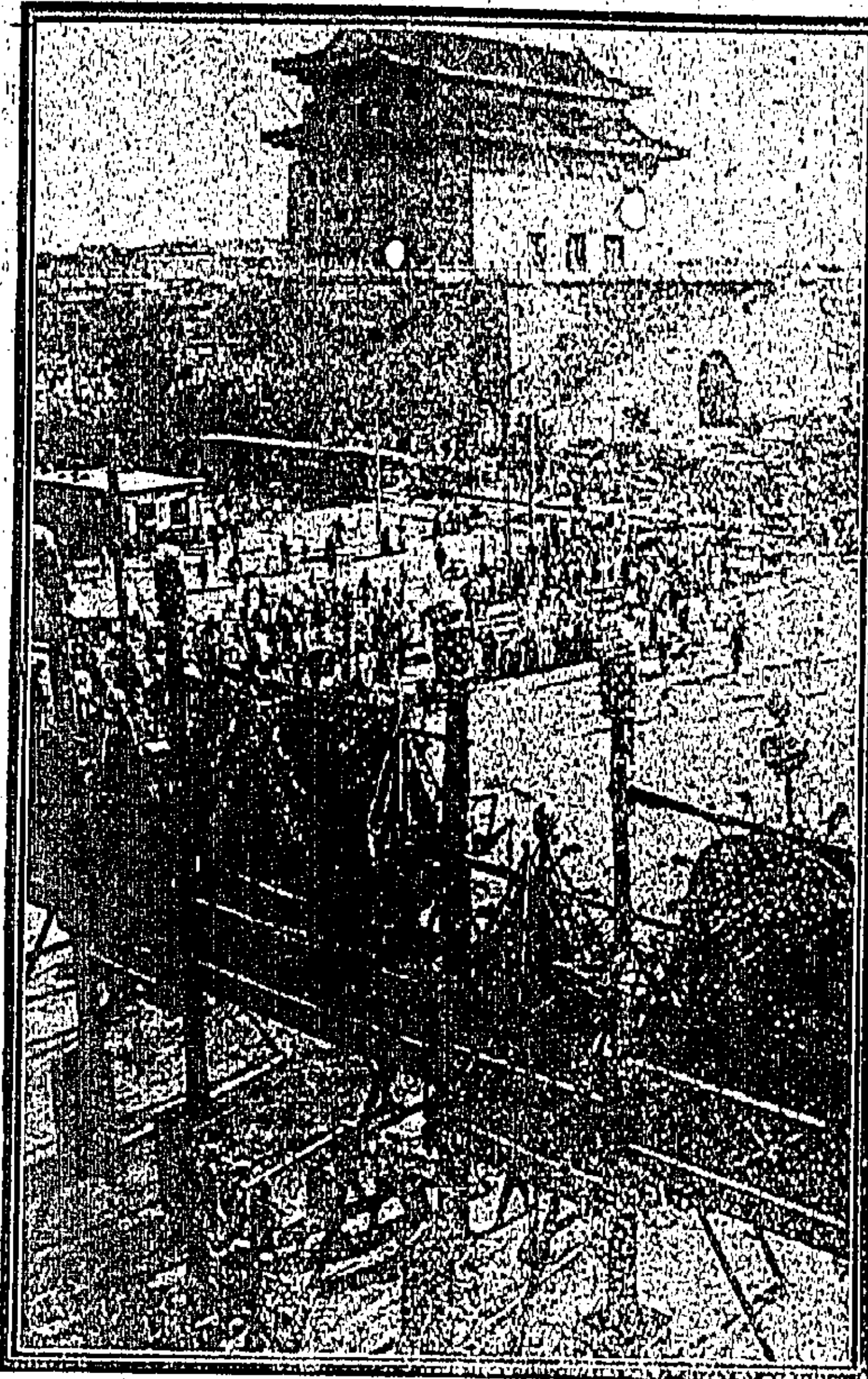
FAREWELL PARTY TO VISITING ARTIST.—A dinner party and dance was given in Shanghai, on July 1 to Mr. Ralph Rowntree, the American artist, who has recently been travelling in China, by the management of the Blackstone Apartments.



DINNER FUNCTION AT THE AMERICAN CLUB.—On July 3 Colonel Carmi A. Thompson and Captain Robert Dollar were guests at a dinner given at the American Club, by members of the American Association of Shanghai and the United Spanish War Veterans, of which latter Colonel Thompson is Commander-in-Chief. Among those present at the speakers' table were Admiral Hough, of the American Yangtze Patrol, U.S. Consul-General Edwin S. Cunningham, Judge Milton D. Purdy, Major S. A. Ransom, Mr. Stirling Fessenden, and Captain W. I. Eisler.



CANADIAN ASSOCIATION OF CHINA TEA PARTY.—Members of the Canadian Association of China met at a tea-party on July 1 at the Majestic Hotel, Shanghai, to celebrate Dominion Day which is kept to commemorate the passing in 1867 of the Act by which the Dominion of Canada came into existence. Guests were received by Mrs. Cosgrave, wife of Colonel Cosgrave, D.S.O., the Canadian Trade Commissioner, and by Mrs. Trivett, wife of the Rev. A. C. S. Trivett, President of the Association. An excellent tea was served, and the proceedings were enlivened by the Majestic Lawn Cinema orchestra.



CROWD AT PEKING TO GREET MARSHAL CHANG.—Just before the arrival of Marshal Chang Tso-lin in Peking on June 26, a great crowd gathered at the Chien Men station to await his arrival. These, however, were all driven away by soldiers before the war-lord himself appeared, for it was feared that among the innocent-looking citizens a political assassin might be hiding. This picture shows the soldiers, armed with bayonets, marching under the flowery pavilion erected in Marshal Chang's honour, just at the moment they were starting to disperse the crowd.



THE RESULT OF HEAVY RAIN.—Ruins of some homes in the south suburb of Kuyuan, Kansu, June 1, caused by a very heavy downpour of rain. From sixty to a hundred families were rendered homeless.

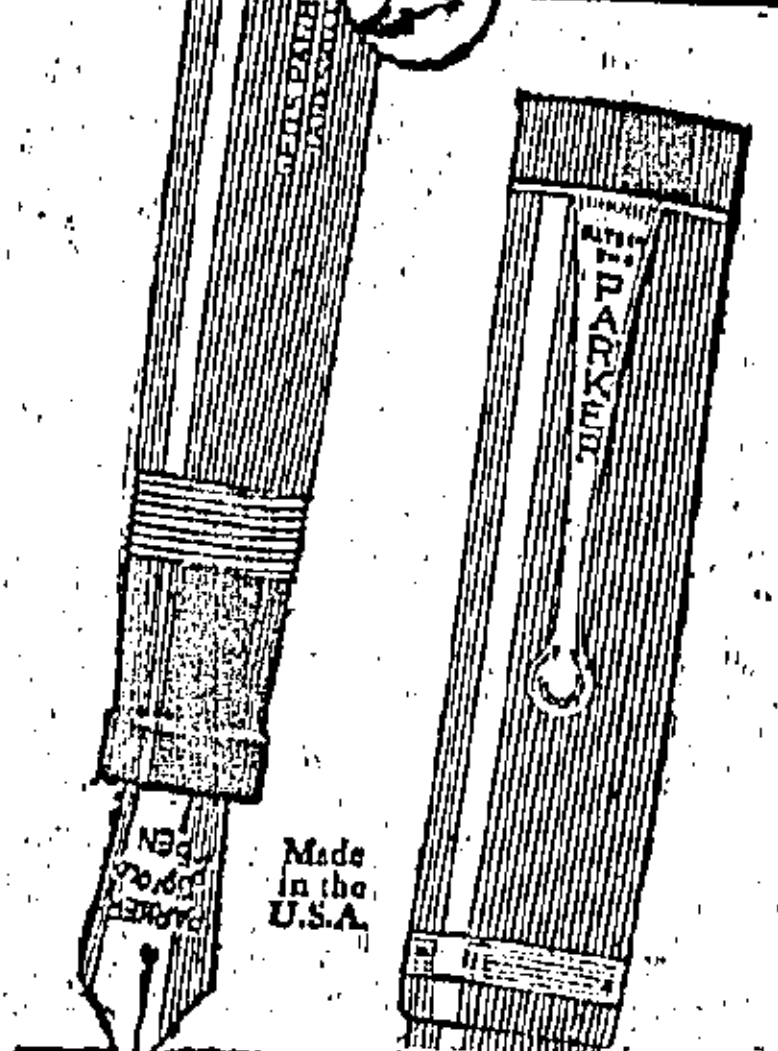
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COUNTY CRICKET.

SEVEN CONSECUTIVE CENTURIES.

E. TYLDESLEY'S FEAT.

The feature of the county cricket matches at Home which concluded yesterday was that Ernest Tyldesley, the Lancashire batsman, made his seventh century in consecutive matches.

There were three individual centuries made by Yorkshire batsmen against Hampshire.

The full details are appended:

Warwick's Win.

London, July 23. Playing at home at Birmingham, Warwickshire defeated Northamptonshire by eight wickets. The scores were:—

Northants, 164 and 217.

Warwick, 278 and 105 for two wickets.

In Northants' first innings, Partridge took five wickets for 73 runs. The best batsman for Northants was Bagnall, who, in the second innings, hit up 58 runs. Quiffe took four wickets for 46 runs.

For Warwick, Quiffe knocked up 107 in the first innings and Kilner made 52 (not out) in the second innings. The best bowling average by a Northants trundler was the five wickets for 74 runs secured by Clark.

Essex Beat Glamorgan.

Playing at home at Leyton, Essex beat Glamorgan by six wickets. The scores were:—

Glamorgan, 271 and 167.

Essex 172 and 267 for four wickets.

Bates was the highest scorer in Glamorgan's first innings, making 86. Nichols was successful with the ball in the visitors' both innings, taking five wickets for 89 runs in the first and four wickets for 59 in the second. Hipkin, in Glamorgan's second innings, took five wickets for 55 runs.

For Essex, Freeman scored 58 in the first innings, whilst Russell, with 103 (not out) and O'Connor with 57 were the top scorers in the second knock. Mercer, the Glamorgan bowler, took six wickets for 51 runs.

Root's Seven Wickets.

Playing away at Cussetham, Worcestershire gained a first innings win against Gloucestershire. The scores were:—

Gloucester, 186 and 278 for eight wickets.

Worcester, 271.

In Gloucester's first innings, Seabrook scored 73 and Root took seven wickets for 92 runs. Seabrook was again top scorer in the second innings, making 71. Hedges added a useful 51.

In Worcester's only innings, Bowles made 73 and Foster 57. Mills took five wickets for 107 runs.

Surrey Lose.

Playing at home at Eastbourne, Sussex gained a first innings win over their neighbour county, Surrey. The scores were:—

Surrey, 112 and 375.

Sussex, 383.

Fender was the only batsman to make a stand in Surrey's first innings, scoring 61. A. E. Gilligan took five wickets for 54 runs. When Surrey again went into bat, Holmes made 69 and Ducat 61.

Sussex batsmen were on form. Cook making 103, Dulcepsinhji 76, and Wensley 67.

Kent's Easy Win.

Playing at home at Maidstone, Kent had a fairly easy victory over Leicestershire, winning by 159 runs. The scores were:—

Kent, 251 and 196 for six wickets (declared).

Leicester, 149 and 137.

In Kent's first innings, Ashdown scored 91 and Harding 66, whilst in the second knock, Woolley made the century of the match by scoring 106.

When Leicestershire batted, Freeman secured the good average of five wickets for 41 runs.

SHANGHAI STREET DRAMA.

PASSER-BY SHOT BY ROBBER.

Pursuits of fleeing armed robbers seem to be coming more and more common in Shanghai, and only yesterday morning at eight o'clock one took place on Rue Lafayette, which resulted in the capture of the robbers, says the N. C. Daily News of July 20th.

According to reports, the Chinese police learned that men intended to raid a certain house in the Chinese city, and arranged a trap for them. When the police tried to arrest the two men, they both took to their heels, firing their revolvers as they went. One dived into the city and disappeared, but the other ran into the French Concession, along the Boulevard de Montigny and into Rue Lafayette. One of his shots struck an innocent Chinese passer-by and killed him instantly.

The robber after running some distance came to a standing lorry and leaping on to it he forced the chauffeur to drive off. The chauffeur, however, could not or would not make the lorry go fast enough, and the man jumped off again, firing at an Annamite policeman as he did so, but with no result.

Mr. T. Chapman Leach, assistant manager of the Taylor Garage, heard these shots, and hastily picking up his own pistol, he ran out into the street and fired two or three shots at the retreating robber, but without managing to hit him.

Mr. Leach then saw the man stop a motor car, driven by a Chinese, jump in and compel the driver to drive off at top speed, he quickly got out his own car, picked up a French policeman, and went in pursuit. The policeman fired several shots from the car but also without result. Eventually the robber was overtaken and captured but a mob attacked him and beat him almost senseless before he could be taken away to the French Police Station. The man will come before the French Mixed Court on a charge of murder.

It is notified that, at the expiration of three months, the Tung Lee Steamship Company, Ltd., and the Kung Lee Steamship Company, Ltd., will, unless cause is shown to the contrary, be struck off the register and the companies will be dissolved.

Lancashire Trounce Somerset.

Playing away at Taunton, Lancashire defeated Somerset by an innings and eight runs. The scores were:—

Somerset, 255 and 129.

Lancashire, 392.

For Somerset, in the first innings, Daniel made 78 and Earle 51. Macdonald being the best bowler with five wickets for 89 runs. The batting did not stand up to the Lancashire bowling in the second innings, E. Tyldesley taking four wickets for 25 runs and Watson four wickets for 19 runs.

For Lancashire, E. Tyldesley made 126, this being his seventh century in consecutive matches. Makepeace made 77 and Iddon 55.

Three Centuries.

Playing away at Bournemouth, Yorkshire gained a first innings win over Hampshire. The scores were:—

Yorkshire, 237 and 251 for three wickets (declared).

Hampshire, 174 and 151 for two wickets.

There were no fewer than three Yorkshire centuries made, one in the first innings by Leyland (108) and two in the second by Holmes (108) and Oldroyd (109).

The bowling of Rhodes in Hampshire's first innings took four wickets for 15 runs. In Hampshire's second venture, Newman scored 58 (not out).

Middlesex Beat Notts.

Playing at home at Lords, Middlesex defeated Notts by 75 runs. The scores were:—

Middlesex, 195 and 222.

Notts, 223 and 120.

Hearne was top scorer in Middlesex's first innings, and Bruce (71) and Mann (52) shared the honours in the second.

For Notts, Carr just failed to reach the century mark, being dismissed at 98. In Notts' second innings, Hearne took five wickets for 16 runs.—*Reuter*.

SHUMCHUN PICKETS.

ARREST OF SEVEN CHINESE.

Chinese pickets at Shumchun are still active, according to reports to hand.

It is stated that a few days ago the pickets caught a man named Lam Leung, who was taken to Canton and is now being held at the strike headquarters on a charge of having helped other Chinese to reach Hongkong by smuggling them across the border. Five of his "customers" are said to have been arrested at the same time, and these are also awaiting "trial."

On the same day, another man, named Chan Nung, was arrested on a like charge and taken to Canton.

TROUBLE AT YEUNG KONG.

It is reported from Yeung Kong that Wong Kum-yuen, the former chief of the strike pickets, recently arrived there on a tour of inspection of the picket stations. The pickets at this place had already caused great annoyance to the inhabitants, and the arrival of the ex-Chief seemed to have incensed the people to such an extent that they rose in a body and besieged the Magistrate's yamen, where the pickets had their offices. They seized all the arms of the pickets, who took to flight, and demanded that the Magistrate abolish the picket station altogether. The mob was eventually pacified and dispersed. The reason for the people being so incensed against the pickets is said to be that the export trade has been almost ruined by the boycott.

CHOLERA IN SINGAPORE.

NO REASON FOR ALARM.

At a committee meeting of the Singapore Municipal Commissioners last week, the Ag. Health Officer spoke as follows in reply to a question:—

"Two cases of cholera were removed to Middleton Hospital, on July 7 and 8, respectively, from the Erimura, on which ship a death from cholera had occurred."

"On July 9, a Japanese fisherman, who had been absent from Singapore in his fishing boat for four days, was brought back to 5, Queen Street, Singapore, and admitted to Middleton Hospital suffering from cholera. I am informed by the Port Health Officer that another fisherman from the same house died of cholera on his way from the fishing grounds to Singapore."

"Two suspected cases have since been admitted to Middleton Hospital. One of these cases has since died of acute gastroenteritis (he was not suffering from cholera) whilst the official diagnosis of cholera in the other case has not been confirmed in the laboratory."

"I can see no reason at present to be alarmed with regard to cholera in Singapore, and personally consider it unlikely that there will be any epidemic."

PENANG ROMEO IN COURT.

LOVE AND CRIME.

Henry Rodrigo, a Eurasian, was brought up in court at Penang on July 15th by a Detective Inspector, to show cause why he should not be bound over to be of good behaviour.

It was stated that he professed to be a fortune-teller and visited the house of Mrs. Nelligan and made love to her daughter. The girl's mother was displeased with his visits and warned him to desist frequenting the house.

The accused told the court that no crime was too great for love, and in the early hours of Sunday morning he climbed up to the window of the girl's bedroom, but the noise he made awoke the mother, who found him near the window. As a result the accused "jumped down and bolted."

"Accused" had a record of a number of convictions since 1914 in Penang, Kadhah and F.M.S. including banishment from the last two places.

He was bound over for three months.

"Inevitable accident," was the verdict at the inquest at Westminster on General Plunkett, who was knocked down by a van in Piccadilly. The van driver was exonerated.

A SAVING OF WATER

THE FOLLOWING GOODS CAN BE PREPARED WITH A MINIMUM OF WATER

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FRENCH SARDINES " "	" LIMA " "
WALL'S PORK SAUSAGES	QABBAGE " "
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PROVISION DEPT, MAIN STORE.
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MURDER OF BOMBAY MERCHANT.

MYSTERY OF DEATH NOW SOLVED.

After considerable investigation and in spite of the absence of further clues in addition to those already discovered, the detective department here have at last been successful in solving further mysteries connected with the murder of Krantji of the Bombay merchant and jeweller named Vishram Hary, which occurred in February last, and whose body was found buried in a hole in Kampong Sawangan at Depok.

The most mysterious part of the crime was the complete disappearance of the jewels belonging to the Bombay merchant jeweller amounting in total to approximately P.80,000, which have now been discovered. The jewels were found concealed in a bottle and buried in the ground. The remnant part of the jewels were found to be hidden in bamboo and in a wooden case in a neighbouring jungle.

On Tuesday night, the 22nd inst., the detective department suddenly raided the house of the wife of Mohamid Tahir in Kampong Sawangan, and this raid resulted in the discovery of further clues, and the police were convinced that this woman was also connected with the crime, perhaps indirectly and believed that a confession on her part would lead to the arrest of other confederates in the crime.

Quantity of Rubies.

It is believed that prior to his murder, Vishram Hary intended to give a certain quantity of rubies valued at P. 20,000 to a certain firm for the purpose of selling on commission, and it is not certain whether these rubies were eventually handed over to this firm or whether they were taken off the person of Vishram Hary at the time of his murder.

At the present moment seven persons have been arrested, two being the suspected murderers, Nan Sing and Ni Ka-sing; two persons who buried the body; two other persons who from the commencement were implicated in planning the crime, and lastly the man who buried the jewels and hid the remnant part of the jewelry in the jungle.

Since these persons have been arrested, and as a result of the raid on the house of Mohamid Tahir, the police have now detained the wife of Mohamid Tahir and her two relatives who were living with her at the time of the raid.

The murder of Vishram Hary was committed in cold blood while the Bombay merchant jeweller was on a visit here and residing at Hotel Republic in Weltevreden.

"When I told him I would arrest him," said a policeman at Tottenham of a defendant, "he said, 'That means a haircut, wash, shave and a holiday.'"

THE MERCANTILE BANK OF INDIA LIMITED.

15, Gracechurch Street, London, E.C. 3.
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Subscribed Capital £2,800,000
Paid-up Capital £1,050,000
Reserve Fund £1,350,000

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Bangkok, Batavia, Bombay, Calcutta, Cebu, Hankow, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

HONGKONG BRANCHES:
Every description of Banking and Exchange Business transacted.
Interest allowed on Current Accounts to 1 per cent per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.
C. L. C. SANDER, Manager.
5, Queen's Road, Central, Hongkong, April 17th, 1926.

GIRLS OF 1926.

ARE 'DELIGHTFUL' SAYS HEADMISTRESS.

Why are the sixth-form girls of to-day so delightful? The riddle was put, and left unanswered, to the Conference of Headmistresses at Adon by Miss Morison, of the Francis Holland School for Girls. In her speech she said:

Girls of to-day might read any book, see any play or go with any boy alone to a dance.

Not long ago a parent was asked to remove a child from a school because the child had written a letter to a boy. The worst sentence in the letter was: "Darling, do send me your photo."

"Granny" was no longer content to sit picturesquely in the chimney corner and ask for her Bible, her knitting, and her footstool, but cried for betting tips and dance favours. Could they wonder that the child wanted his photo in a girl's school? (Laughter.) Had they never felt like Cleopatras themselves?

"We always make allowance for father's strong language, but now mother is nearly as bad, and it is having a serious effect upon the girls' speech among themselves. This is all part of the so-called greater freedom. Everyone to-day may do anything but be quiet."

"Is it in spite of all this or because of all this," asked Miss Morison, "that the sixth-form girl of to-day is so delightful? Heads of colleges have told us that they have never had a better type intellectually or one more imbued with the spirit of service."

Miss de Zouch (Wolverhampton High School) said: "The atmosphere of the picture house is wrong."

A film, however beautiful, of the life and history of a plant or insect had little chance of survival if sandwiched between a Charlie Chaplin film or a thrilling episode of the exploits of Elaine.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital £20,000,000
Issued and Fully Paid-up £10,000,000
Reserve Fund £4,800,000
Silver £2,400,000
Reserve Liability of Proprietors £20,000,000

HEAD OFFICE: HONGKONG.
COURT OF DIRECTORS:—
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Hon. Mr. A. O. Lang, Deputy Chairman.
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A. H. Compton Esq., T. G. Waddell Esq.,
W. I. Rutland Esq., H. P. White Esq.,
G. M. Young Esq.,
Chief Manager,
A. H. Barlow Esq.

BRANCHES:—
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BANKOK, BATAVIA, BOMBAY, CALCUTTA, CANTON, CHEFOO, COLOMBO, Dairen, HANKOW, HARBIN, HONGKONG, ILOILO, IPOH, KOBAY, KOREA, KUALA LUMPUR, MANILA, NAGASAKI, NEW YORK, Peking, PENANG, RAJAHMUNDRAM, SAIGON, SAN FRANCISCO, SHANGHAI, SINGAPORE, SOERABAYA, SWATOW, TIENTSIN, YOKOHAMA.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 27th May, 1926.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
FOR THE HONGKONG SHANGHAI BANKING CORPORATION.
A. H. BARLOW, Chief Manager.

THE BANK OF CANTON LTD.

HEAD OFFICE: HONGKONG.
Established 1912.
Authorized Capital £1,200,000
Paid-up Capital £1,032,025
Silver Reserve Fund £700,000

BRANCHES:—
Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.
Correspondents in all principal cities of the World.
LONDON BANKERS:—
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Every description of Banking business transacted.
State Deposit Boxes in various sizes to be let from £5.00 to £40.00 yearly.
LOOK POON SHAN, Chief Manager.

NEDERLANDSCH HANDLEMAATSCHAPPIJ.

(Netherlands Trading Society.)
BANK.
Established 1924.
Hongkong Branch established 1900.

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Paid-up Capital Guilders £800,000
Reserve Fund Guilders £2,000,000
Special Reserves Guilders £1,800,000

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Eastern HEAD OFFICE:—BATAVIA.
BRANCHES:—Batavia, Bandoeng, Barmby, Calcutta, Cheribon, Djember, Djakarta, Katoe, The Hague, Koa-Radia, Macassar, Medan, Padang, Palembang, Penabong, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaya, Soerakarta (Solo), Teuch, Tiflis and Weltevreden.
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J. G. MAASSEN, Acting Manager.

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10, Des Voeux Road, Central, Hongkong.
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Paid-up Capital £5,000,000
Reserve Fund (1925) £1,200,000

BRANCHES AND AGENCIES:—
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Every description of Banking and Exchange business transacted. Loans granted on approved securities.

SAFE DEPOSIT BOXES to let.
KAN TONG PO, Chief Manager.
Hongkong, 22nd May, 1926.

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Correspondents in all principal cities of the world.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.
SAFE DEPOSIT BOXES to let.
KAN TONG PO, Chief Manager.
Hongkong, 22nd May, 1926.

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G. HOGG, Manager.

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Hongkong, March 11th, 1926.
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Paid-up Capital £1,150,000
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France: Societe Generale, Banque National de Credit, Banque de Paris et des Pays Bas, London: Midland Bank, Ltd.
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A. ROLLIN, Manager.

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TSU YEE PEE, Manager.

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A. H. FERGUSON, Manager.

THE HO HONG BANK, LTD.

(Established 1917.)

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Reserve Fund £4,800,000

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Branches, Agencies and Correspondents in the principal cities of the world.
Every description of Banking and Exchange business transacted.
H. L. HUANG, Manager.

BANQUE DE L'INDO-CHINE.

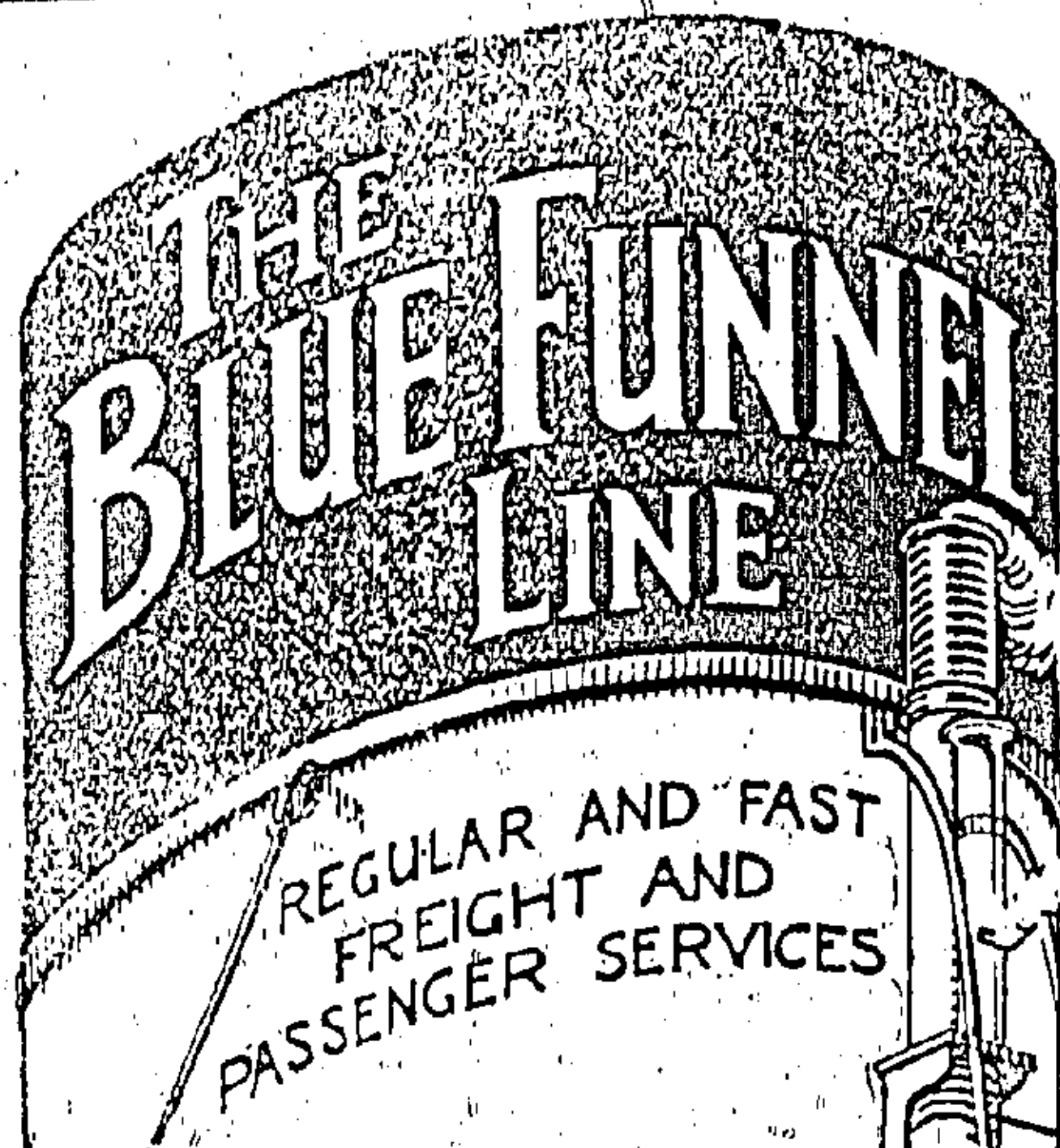
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EMPERESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4
EMPERESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
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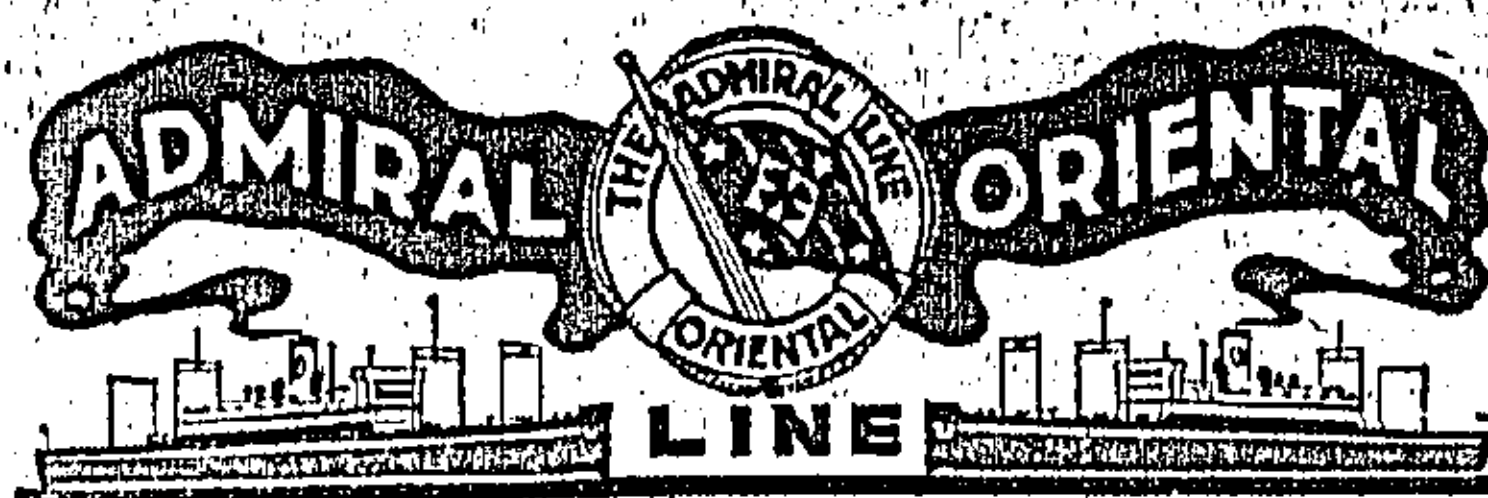
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 S.S. "PRESIDENT JACKSON" ... Aug. 8th, 5.00 p.m.
 S.S. "PRESIDENT MCKINLEY" ... Aug. 20th, 5.00 p.m.

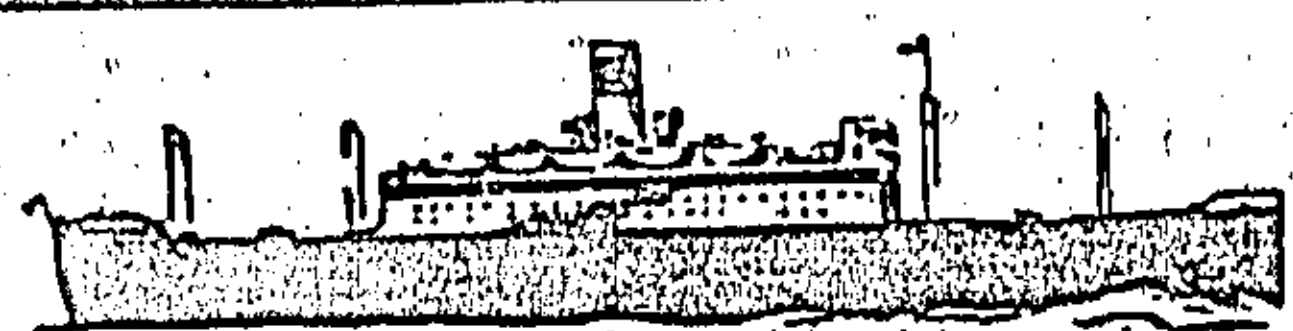
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S.S. "PRESIDENT JACKSON" ... July 31st, 5.00 p.m.
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 S.S. "PRESIDENT JEFFERSON" ... Aug. 24th, 5.00 p.m.

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 TO SAN FRANCISCO, VIA HONOLULU, SHANGHAI,
 KOBE AND YOKOHAMA

Fortnightly Sailings

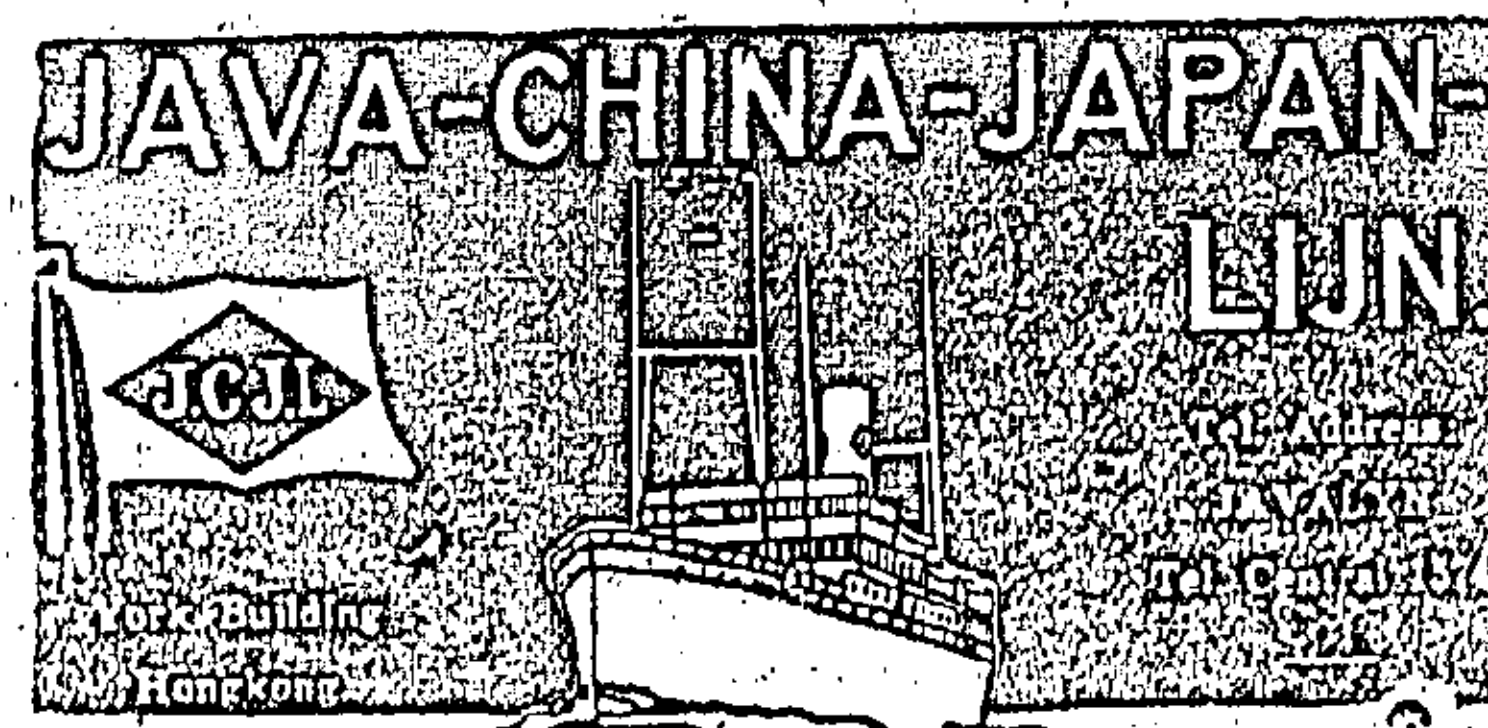
Pres. Wilson ... Aug. 1—12 noon
 Pres. Lincoln ... Aug. 15—12 noon
 Pres. Cleveland ... Aug. 29—12 noon

TO MANILA

Pres. Van Buren ... Aug. 3—8.00 a.m.
 Pres. Lincoln ... Aug. 6—8.00 p.m.
 Pres. Hayes ... Aug. 17—8.00 a.m.

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Steamers	From	Expected on or about	Will leave on or about	For
Tjmanoeck	Java	In Port	23rd July	Amoy, Shanghai
Tjisondari	Batavia	25th July	28th July	Shanghai
Tjisroca	Shanghai	26th July	29th July	Batavia
Tjikini	Dalny	4 August	6 August	Makassar
Tjikembang	Batavia	8 August	11 August	Shanghai
Tjisondari	Shanghai	9 August	12 August	Batavia
Tjmanoeck	North	18 August	20 August	Batavia
Tjikandi	Japan	22 August	24 August	Batavia

fVia Macassar

*Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lin.
"HORRIBLE LITTLE PRIMERS."

BANISHMENT FROM THE SCHOOLS.

Mr. Marson, organising secretary of the National Book Council, speaking recently at the annual conference of the Associated Booksellers of Great Britain and Ireland at Exeter, said it was the duty of booksellers to have a finger in the pie of education.

The public must be taught that attainment of proficiency, knowledge, power, foresight, joy, and refreshment could be secured from books. The younger generation must be taught that if they wished to understand the soul of their country, the soul of Europe, indeed, the soul of the world, they must first understand the great sea of creative literature. A generation educated in reading, wisely guided by booksellers, would have wider and bolder hopes not possible for us.

Mr. George Sampson, inspector of schools under the L. C. C., said an important change in connection with the new freedom in education was the liberal banishment from schools for ever of horrible little "primers" which used to be the sole reading of the child during the school period. Now boys and girls were encouraged to read in school every kind of book they were punished for reading before. Reading wisely was the aim of the teachers in the schools.

Mr. Jonathan Cape, publisher, said he looked forward to the time when London would have a children's book shop, so that every child visiting London would be able to go to that shop, knowing it was entirely a children's book shop.

TWO CENTURIES.

CHILDREN'S LAST SERVICE AT FOUNDLING HOSPITAL.

To the accompaniment of the organ on which Handel played, and in the glorious strains that he composed, the children of the Foundling Hospital on a recent morning raised their sweet voices in the chapel for the last time.

They sang the "Hallelujah" chorus, and with that great outburst of praise there came to an end two centuries of London history.

For nearly 200 years, Sunday by Sunday, generation after generation of Londoners has gone to the chapel of the Foundling Hospital. They have gone, "not for the doctrine, but for the music there" the music that is the loveliest of all earthly music, because it is the music of children's voices.

Thousands crowded out. Never again will those voices be heard in the midst of London. The Foundling Hospital is doomed to the house-breakers; and the foundlings—

These flowers of London town! Seated in companies they sit, with radiance all their own. —the foundlings are to take their radiance and their sweet singing into the countryside. London will miss them both, as London will miss, when it has vanished the old hospital where, for so many following years, has lurked the very spirit of the 18th century.

Comparatively few of those who wished to do so were able to attend the farewell service and to listen for the last time to the boys and girls filling with sweet sounds the austere spaces of the Georgian chapel. Only the hundreds of those whom there was room could be admitted of the thousands who

found their way to Guilford-street. An amazing spectacle for those who forgot that, despite his flippancy, his shrewd wit and his biting jest, the Londoner is a very sentimental soul.

Sailer-Philanthropist.

Crowds surged around the iron gates over which is the statue of the great old mariner and good philanthropist, Thomas Coram, whose love and faith founded the hospital that for two centuries since has taken within its walls tens of thousands of infants, and has sent them forth as useful citizens. Long queues waited patiently for hours outside the chapel, and, disappointed, of entrance because it was already filled, waited about the grass-centred courtyard where, in Georgian days, fashionable London promenaded in brocaded silk and flourished gold-tipped, clouded canes.

Within the chapel there was no inch of vacant space, cane chairs were brought into the aisles, and even the lectern steps became improvised seating-places. As the service opened with Bach's choral prelude all eyes were turned upwards to where, on either side the organ, tier above tier, sat the foundlings—the boys in chocolate-coloured suits, with scarlet waistcoats and brass buttons; the girls in darkbrown dresses, with red cuffs, white aprons and little starched mobbed caps.

In Psalm and Te Deum, anthem and hymn, the children's voices rang sweet and clear, and their innocent faces were radiant, so that there was none who heard them and none who looked upon them whose emotions were not touched and whose heart was not lifted in thankfulness to the memory of old Thomas Coram.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
 OF HONGKONG, LIMITED.

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H. W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

TEL. ADDRESS: "TAIKOO DOCK" HONGKONG.

BUTTERFIELD & SWIRE, Agents

TELEPHONE No. 212.

HONGKONG, CHINA & JAPAN.

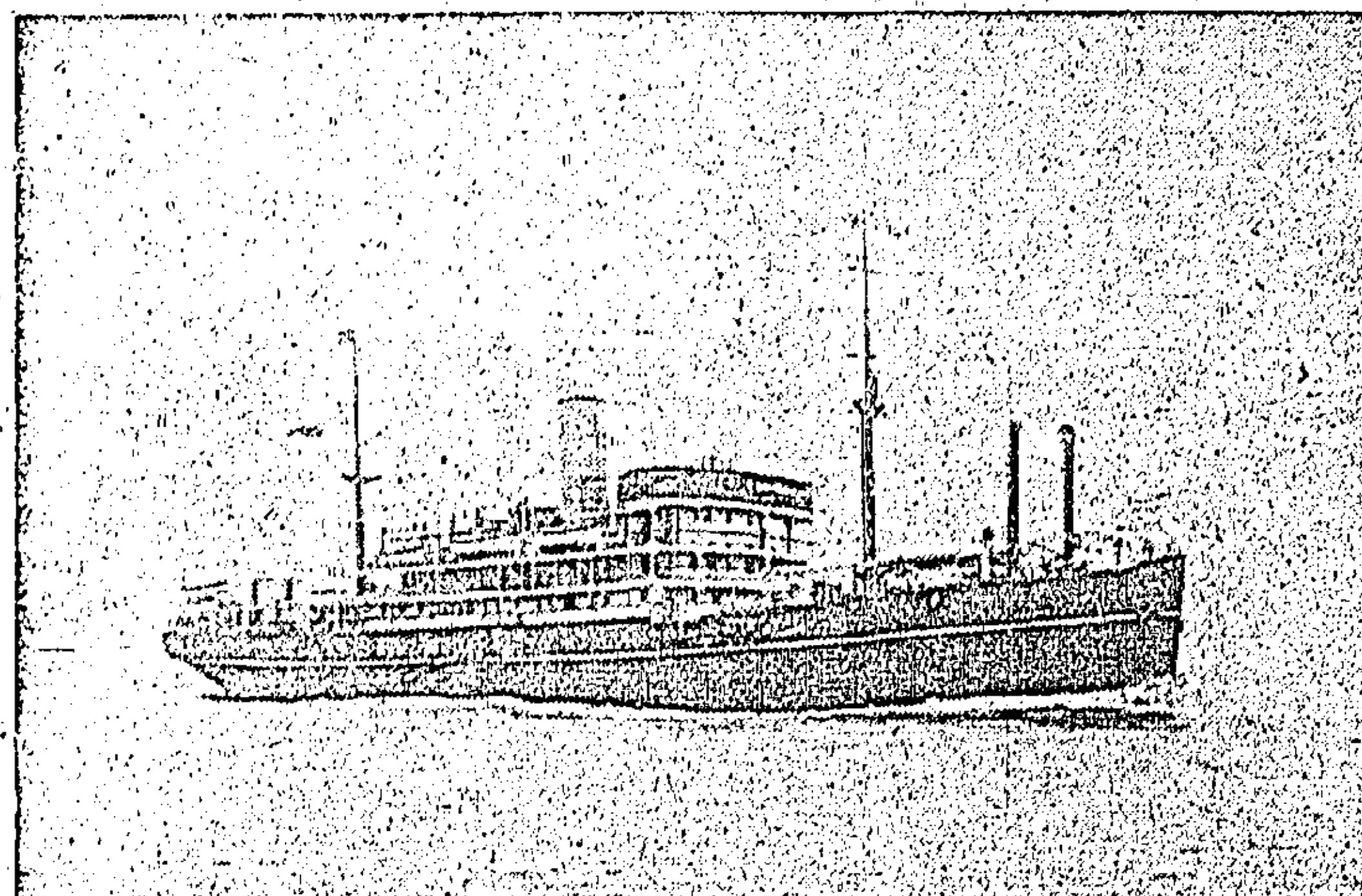
CALL FLAG: "C" OVER "ANG. PERHAK"

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;

Codes Used: A1, A.B.O. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins, Benson's Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.


S. S. "TAIPING"

Passenger and Cargo Vessel. Built and Engineered at the KOWLOON DOCK by THE HONGKONG & WHAMPOA DOCK Co. Ltd. to the order of the AUSTRALIAN-ORIENTAL LINE, Ltd. for Australian-Hongkong Service.

Please address enquiries to the Chief Manager:—

R. M. DYER, B. SC. M.I.N. A., Kowloon Dock Hongkong.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius, S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hongkong (about)	Destination
RANPURA	16,585	24 July noon	Marseilles & London
DELTA	8,097	7th Aug.	M'los, London & Antwerp
MAEDONIA	1,109	21st Aug.	Marseilles & London
KALYAN	9,144	4th Sept.	M'los, London & Antwerp
NAQORE	5,283	10th Sept.	M'los, London Hamburg Rotterdam & Antwerp
MALWA	10,941	18th Sept.	Marseilles & London
KASHGAR	9,005	2nd Oct.	Marseilles London & Antwerp
MOREA	10,918	16th Oct.	Marseilles & London
KHYBER	9,114	30th Oct.	M'los, London & Antwerp
MANUVA	10,902	13th Nov.	Marseilles & London
KARMALA	9,128	27th Nov.	M'los, London Antwerp

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Smyrna, and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TALAMBA	8,018	27 July 2 p.m.	S'pore, Penang & Calcutta
SHIRALA	7,841	7th Aug.	S'pore, Penang & Calcutta
TALMA	10,000	10th Aug.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,956	27th Aug.	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	1st Oct.	Island, Townsville, B'ham.
ARABURA	6,000	29th Oct.	Sydney and Melbourne.

The P. & O. S. S. Co., Ltd. steamers will also call at Shanghai, H'kong, Cebu, Colombo, Singapore, Penang, and other ports on route as indicated on offers.

The Union S. S. Co. Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TALMA	10,000	25 July 6 a.m.	Amoy, Moji & Kobe
NAGPORE	5,283	2nd Aug.	Shanghai Moji & Kobe
TANDA	6,900	3rd Aug.	Moji, Kobe, Osaka & Yok.
KALYAN	9,144	5th Aug.	Shanghai Moji & Kobe
TAKADA	6,949	6th Aug.	Shanghai Moji & Kobe
SANTHIA	7,754	15th Aug.	Shanghai Moji & Kobe
MALWA	10,941	19th Aug.	S'pore, Penang & Calcutta

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 21 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & Co., Agents.

P. & O. Bldg., Connaught Rd., C.

**SERVICES CONTRACTUELS**

Mail Steamers	Next Sailing from Marseilles	Prob. arr. at H'g and Sailing for Shanghai & Japan	Prob. Sailing for M'los.
PAUL LECAT			3rd Aug.
Gai METZINGER			17th Aug.
AMAZONE	16th July	17th Aug.	14th Sept.
ANGERS	30th July	31st Aug.	28th Sept.
D'ARTAGNAN	13th Aug.	14th Sept.	12th Oct.

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctors' attendance)
A Class 1st Class £99.0.0 B Class 1st Class £85.0.0
Steamers 2nd Class £70.0.0 Steamers 2nd Class £61.0.0

Through Tickets to London and Loading Towns of Europe

Accommodation reserved in the trains at Marseilles.

LIGNES COMMERCIALES (CARGO-BOATS)

S.S. CAPITAIN FAURE from Dunkirk, L'don, Havre is due to arrive about 21st July.

For full particulars apply to

Messageries Maritimes Co.

Phone: Central 740

3, Queen's Building.

HOLLAND EAST ASIA LINE

OF THE

United Netherlands Navigation Company



Regular four-weekly service between Japan, Vladivostok, China, Hongkong, Manila, Singapore

AND Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Arrivals From Europe.

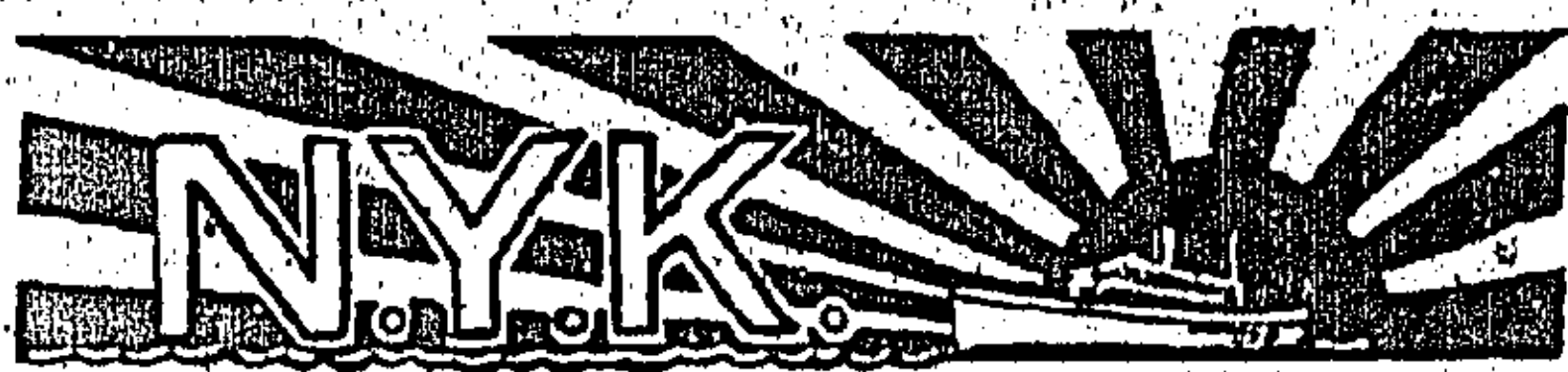
S.S. ZOSMA	26th July.
S.S. OOSTERK	23rd August.
S.S. OUDERK	20th September.
S.S. OLDEKERK	10th July.
S.S. GEMMA	7th August.
S.S. ZOSMA	4th September.

All steamers have a limited accommodation for passengers.

For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LIJN.

Tel. Central No. 1574. Agents, York Building

**SAILINGS SUBJECT TO ALTERATION.**

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	
TAIYO MARU	Tuesday, 27th July at noon
TENYO MARU	Monday, 9th Aug.
SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles Mexico & Panama	
GINYO MARU	Wednesday, 25th Aug.
ANYO MARU	Tuesday, 12th Oct.
MARSEILLES, LONDON & ANTWERP via Singapore & Ports.	
HAKONE MARU	Saturday, 31st July
SUWA MARU	Saturday, 14th Aug.
SYDNEY & MELBOURNE via Manila & Ports.	
MISHIMA MARU	Wednesday, 18th Aug. 11 a.m.
TANGO MARU	Wednesday, 22nd Aug.
NEW YORK and/or BOSTON via PANAMA.	
CALCUTTA MARU	Friday 6th Aug.
BUENOS AIRES via Singapore, Durban & Cape Town.	
HAKATA MARU	Friday, 6th Aug.
BOMBAY via Singapore & Colombo.	
TOTTORI MARU	Thursday, 29th July
AWA MARU	Wednesday, 11th Aug.
CALCUTTA via Singapore, Penang & Rangoon.	
NAGASAKI, KOBE & YOKOHAMA.	
TANGO MARU	Saturday, 21st Aug.
SHANGHAI, KOBE & YOKOHAMA.	
HOKOKU MARU	Sunday, 25th July.
TOKUCHIMA MARU	Monday, 26th July.
SADO MARU	Tuesday, 27th July.
GENOA MARU	Monday, 2nd Aug.

For further information apply to: NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, (private exchanges to all Depts.)

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.

S.S. "CORBY CASTLE" Sailing on or about 19th August.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FUME).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, ADRIATIC LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

"A" Class	"B" Class
£72. 10. 0.	£66. 0. 0.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.	
S.S. "ROSANDRA"	5th August.
HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.	
S.S. "VENEZIA"	Sails about 5th August.
S.S. "ROSANDRA"	Sails about 31st August.

NATAL LINE OF STEAMERS.

FROM CALCUTTA via RANGOON & COLOMBO.

S.S. "UMSINGA"	Sails from Calcutta 31st July.
	Via Rangoon & Colombo
S.S. "UMVOLOSI"	Sails from Calcutta 31st August.
	Via Rangoon & Colombo

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to: DODWELL & CO., LTD.

Telephone Central 1030. Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS

U. S. STRAITS CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENOGLE	5th August.	PEMBROKESHIRE	25th August
GLENAMOY	24th August.	L'don, R'dam & H'burg via Oran.	
GLENAGARRY	2nd September.		
GLENAPP	16th September.		

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.

Agents The Glen Line, Ltd.

Telephone: Central No. 215, sub-ex. 23 and 3996.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 A.M. (Sundays Excepted).
Sailings from Canton: Daily, at 8 A.M. (Mondays excepted).

MACAO LINE.

FROM HONGKONG: 8 A.M. and 4 P.M. daily. (Sundays: 9 A.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily. (Sundays: 4 P.M. only).

On Sunday 25th Instant s.s. "TAISHAN" will depart from Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 2.30 P.M. (Special Sunday Tiffin \$1.50)

On Wednesday 28th, Thursday 29th, and Friday 30th, Instant s.s. "KINSHAN" leaves Hongkong at 2 P.M. instead of 4 P.M.

Above sailings are subjected to weather conditions, and intending passengers are requested to communicate with the office, whenever any of the typhoon signals are hoisted.

THE BANK LINE, LTD.

Agents for the following Services:

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF BEDFORD" via Suez Canal From H'kong 30th July.
S.S. "MALVERNIAN" via Suez Canal From H'kong 13th August.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE SERVICE

(Andrew Weir & Co., London)

Sailing From Hongkong.

M.V. "WEIRBANK" via Suez Canal From H'kong 30th July.

AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

For Marseilles, London & Havre, From Hongkong.
S.S. "ROMEO" 26th July.
For Marseilles, London, Hamburg & Havre From Hongkong.

Fares to London "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

S.S. "STEAMER" From Hongkong July, August, Loading for Mauritius, Delagoa Bay, Durban East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown. Through Bills of Lading issued to Beria, Oudiniaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

AUSTRAL-EAST INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City of Palermo" or "Malatian" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa; Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For freight or passage on any of the above lines, apply to:—

THE BANK LINE LTD.

Telephone C. 4791.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S. S. Co., Ltd., & China Mutual S. N. Co., Ltd.)

AND AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. "CITY OF BEDFORD" via Suez Canal 30th July.
S.S. "MALVERNIAN" via Suez Canal 13th August.
S.S. "DEUCALION" via Suez Canal 27th August.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

For Freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.

HONGKONG & CANTON JARDINE MATHESON & Co. Ltd., CANTON.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Changte" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS.

VIA MANILA, AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong on or about	Sails hence on or about
TAIPING	24th July 2 p.m.	18th August
CHANGTE	13th August	17th September
TAIPING	12th September	16th October
CHANGTE	11th October	

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Agents.

CONSIGNEE NOTICES.

MESSAGERIES MARITIMES.

SERVICES CONTRACTUELS DES

The Steamship.

"GENERAL METZINGER."

Consignees of Cargo from Mar-

seilles &c.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are landed and stored at their risks into the Godowns of the Hongkong & Kowloon Harb. and Godown Co. Ltd. Kowloon whosoe delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 9.00 a.m. Today requesting it to be landed her.

Bills of Lading will be countersigned, by the Un. assigned, Goods remaining unclaimed after Tuesday the 27th instant at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 27th instant at 10.00 a.m. by Messrs Goodard & Douglas.

All damaged packages will be examined on Tuesday the 27th instant at 10.00 a.m. by Messrs Goodard & Douglas.

No Fire Insurance has been effected

J. LIMAGE.

Agent.

Hongkong, July 21, 1926.

CHINESE OPTICAL CO.

Refracting

and

Manufacturing

Crookes Glass

Kryptok (Invisible)

Bifocals.

Toric Lenses.

Sun-Glasses.

37, Queen's Road, Central.

METALS

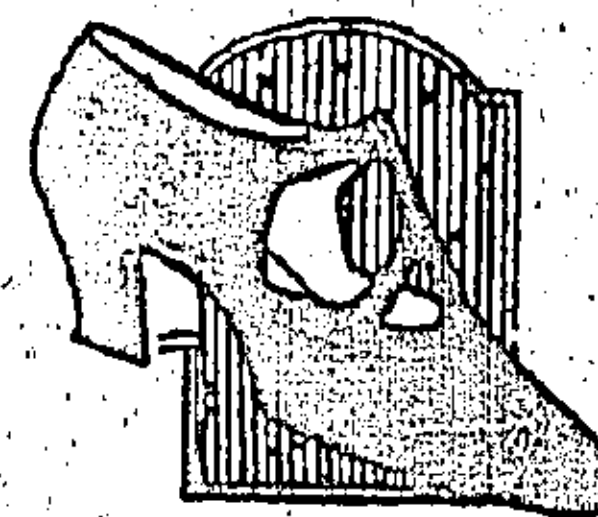
of all kinds especially for ship-building and engineering work. Complete stock. Best. Terms. Immediate delivery.

SINGON & CO.,

[ESTABLISHED A.D. 1880]

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Phone Central 515.

**T. NAKAO**

Japanese Shoe Export.

TORTOISE SHELL BOXES

AND CASES A SPECIALITY

Astor House Hotel Building,

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Hongkong.

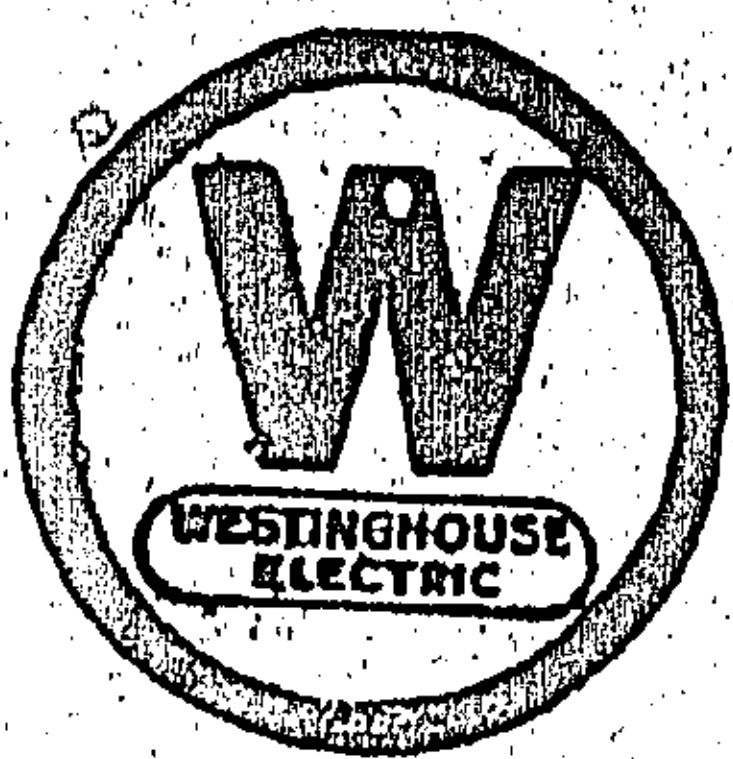
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DIAMOND MERCHANTS
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Wares.
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Houses in Mentsin, Paris
Shanghai, Hankow and
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Factory in La Chaux-de-
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Massage Hall
No. 14, Zetland Street



Holyoak, Massey & Co., Ltd.
Distributors.
Queen's Bldg. Tel. C.674

Just arrived from Paris
the latest styles and
patterns of Ladies-
Dresses, Underwear,
Stockings, Hats and
Parfumeries.

Mrs. Clara Shlimovitch.
KING EDWARD HOTEL.
Room No. 65

KWANGTUNG FLOOD.**BOARD OF CONSERVANCY WORKS
REPORT.**

Water Levels in (English Feet) at 9 a.m.

Place	1926	1925	1924	1923
West River at Shingling	151.0	0	—	—
North River at Shingling	128.7	0	—	—
North River at Shingling	127.3	—5.0	1 9.0	1 9.0
East River at Shingling	152.2	—	1 6.6	9.0

HOTELS.**THE HONGKONG**

HONGKONG HOTEL, REPULSE BAY HOTEL, PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."

AND SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;
KALEE HOTEL; MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."
HOTELS.
LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KOWLOON HOTEL**THE PREMIER HOTEL IN KOWLOON.**

First Class Billiard Room and Saloon Bar.

Electric Lift and Telephone to each Floor.
Tels: K.603 & K.609. Cable address: KOWLOON, Hongkong.

Under the Personal Supervision and Management of
FRANK L. COOKE
Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS
Telephone Central 373. Telegraphic Address: "Victoria."

**THE EUROPE HOTEL.
SINGAPORE.**

Terms:—A la carte or Inclusive.

Telephone in every room.
After-dinner dancing every Tuesday,
Thursday and Saturday.

GRILL ROOM

Telegrams "Europe Singapore" **ARTHUR E. ODELL,**
Telephone 2750. Managing Director.

E. HING & CO.

SHIPBUILDING MATERIALS SHIP CHANDLERS
HARDWARE MERCHANTS.

PHONE CENTRAL No. 1116. (Wing Woo Street)
TEL. 25 Central

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PERCY FRANKLIN**, at 1 and 3, Wyndham Street, in the City of
Victoria, Hongkong.

**FRENCH COALITION
CABINET.****SIX FORMER PREMIERS
INCLUDED.****THE FRANC IMPROVES.**

Paris, July 23.
Other Cabinet appointments, in
addition to those already reported,
are M. Queuille as Minister of
Agriculture and M. Fallieres as
Minister of Labour.

M. Poincare, in a statement to
the Press, said he had not encoun-
tered any difficulties in forming a
very broad-based Ministry of Na-
tional Union, representative of all
parties, but not attempting to al-
locate the portfolios on a per-
centage basis. If he gave attention
to all suggestions, he would have
spent endless time in seeking an
ideal solution, and at present there
was no time to be lost.

M. Poincare was cheered by
crowds on leaving the Elysee.
—*Reuter.*

SOCIALISTS EXCLUDED.

Paris, July 23.
M. Poincare's Cabinet includes
six ex-Premiers, namely, M.
Briand, M. Barthou, M. Herriot,
M. Poincare, M. Leygues and M.
Poincare. Others have been
Ministers at least once, with the
exception of M. Fallieres, a son
of a former President of the Re-
public.

The Ministry represents every
party except the Socialists, who
adhere to a capital levy and are
unable to collaborate owing to the
decisions of their Congress.

The composition of the Cabinet
ensures it a substantial majority
in the Chamber and a practically
unanimous vote in the Senate.
—*Reuter.*

London, July 23.
The French franc has improved
to 205½ and the Belgian to 201½.
—*Reuter.*

COAL OUTLOOK.**MORE MEN RETURNING.**

Rugby, July 23.
Reports from the Midlands coal-
field to-day show a further addi-
tion to the number of men who
have returned to the pits.

Representatives of the owners in
Warwickshire state that 650 more
miners reported to-day, and that
7,700 out of normal 20,000 are now
working.

In the Cannock area, another
hundred men began work.
It is expected that in both dis-
tricts there will be, on Monday, a
marked increase in the number
returning.

This drifting of men back to
work, as has already been stated,
practically confined to the Mid-
lands, and it is noteworthy that
it is here that the owners have
offered the best terms, based on an
eight-hour day.

It is expected that special
efforts will be made by the miners'
leaders to stop the resumption of
work in these areas. It has been
found in previous strikes that such
a drift tends to increase rapidly.
—*British Wireless.*

FUTURE OF FLYING.**1,000 MILES AN HOUR.**

Rugby, July 23.
The Daily Mail air correspon-
dent states that official British re-
search work directed to the pro-
duction of fighting and commer-
cial aeroplanes, capable of rapid
flight at a great altitude, now
shows that aero-engines fitted
with a perfected supercharging
device can maintain full output of
power at a height of ten miles.

With the greatly lessened air re-
sistance miles above the earth, ex-
perts believe that a vast increase
in speed is possible, and Mr. Roe
has recently declared that in
twenty-five years' time aeroplanes
will attain a speed of no less than
1,000 miles an hour—bringing
New York within less than four
hours of London.—*British Wire-
less.*

RAILWAY MERGER.**A BIG AMERICAN COMBINE.**

Kansas City, July 23.
The Southern Railroad directors
have approved of a merger with
the Missouri, Kansas, Texas, Sa.
Louis and South Western systems.

CANTON NEWS.**PROPAGANDA AT THE
FRONT.**

Ching-chim, the 6th Army
leader; Lam Chu-hum, who is the
Party representative of the 6th
Army; Chan Kung-pok, head of
the Propagandist Department; and
Tang Yin-tak, Chairman of the
Political Department; have all
gone North from Canton in the
past two days. Some of Chan
Kung-pok's workers have gone
ahead and have already made pre-
parations for spreading propa-
ganda in the territory under con-
trol of the Nationalist Army. Mr.
Chan will personally supervise
this work, which will be carried
out on a gigantic scale. The whole
of Hunan will be divided into dis-
tricts, with leaders assigned to
each, so that the work may be the
more effective. Kuomintang
branch offices will be opened in
each district and these will serve
as district headquarters for the
work of disseminating propaganda
of the Government and Kuomint-
tang Party.

Volunteers are being sought at
the Kwangtung University for
propaganda work at the front, and
already some 120 students have en-
listed their services, and many
more, it is believed, will soon
signify their intention of taking
up this work.

BANDITS KILLED.

More details have reached Can-
ton of the recent fight between
bandits and Government troops at
Kwonghoi, in the Toishan District.
On the 6th inst., Chan Cheung-po,
a divisional commander, co-operat-
ing with Commander Chu King-
tung, succeeded in driving the
bandits to Po Cho, where they put
up a stiff resistance. There they
made their last stand. The fol-
lowing morning, some soldiers
heard a child crying in the shrub-
bery. The mother had been kid-
napped by the robbers, and, com-
municating with the soldiers, she
informed them that the robber
chief, Yow Ming-kai, was close by.
The soldiers then fired a volley at
the spot where the woman indicat-
ed that the robber chief was hid-
ing, and Yow and four members
of his family, together with six
comrades were killed, whilst six
other robbers surrendered. On
the person of Yow Ming-kai
\$98,000 in Hongkong bank notes
was found.

PRISONER EXECUTED.

The court which tried those ac-
cused of plotting the death of Liao
Chung-kai, recently sentenced
Leung Pok to death for the crime.
While being held in gaol, awaiting
the carrying out of the sentence,
Leung tried to commit suicide by
cutting himself open. He was
observed in the act by his guards,
and a physician was at once sum-
moned. The wound was not fatal.
As it was feared that Leung might
make further attempts to take his
own life, he was next day executed
at the East Parade Ground.

JUNK WRECKED.**CREW'S TERRIBLE
EXPERIENCE.**

The story of five people cling-
ing for twenty-four hours to the
wreckage of a fishing junk which
had capsized and thrown them into
the water during the typhoon of
Wednesday morning, was brought
back to the Colony yesterday with
the arrival of a fishing junk at
Aberdeen with four survivors on
board.

One of them, the master of the
wrecked junk, was so badly injured
in one leg, and generally was in
such a serious condition from
exposure, that he had to be im-
mediately removed to the Government
Civil Hospital.

The narrative of their experi-
ence, as told by the other sur-
vivors, was to the effect that the
fishing boat was caught in the
gale before she had time to seek
shelter in Chinese waters, and was
capsized. Her crew of six, all
members of the family of the
master, were thrown into the
water.

The unfortunate people clung
for twenty-four hours to the
wreckage until picked up by a
passing fishing junk on Thurs-
day morning.

Before this help arrived the
master's wife had been drowned,
whilst one of the sons was washed
away, being much too exhausted
to cling further to the wreckage.
The survivors are the master,
his daughter and two sons, who
are now being looked after by the
police.

**SINKING OF MOTOR
BOAT.****NEARLY THIRTY LIVES
LOST.****WEST RIVER INCIDENT.**

Writing from Nanning, the *Tele-
graph* correspondent says:

Reports have reached here of the
sinking of the motor boat Kwong
Hon, plying between Lau Chow and
Cheung On. The boat was sunk at
Tai Po Hai, and twenty-eight were
drowned.

Navigation on the upper reaches
of the river is always dangerous
and when the floods are on, the
water rushes through the gorges
with fearful rapidity. The slight-
est deviation from the course
often means disaster.

A traveller learns to have great
respect for the skill of the up-river
pilot, and remembering the experi-
ence of catching one's breath and
feeling the hair stand on end while
the boat goes rocking along after
grazing a rock, one wonders that
there are not more disasters.

A big "Woh Ping Wooi," or
"Peace Meeting," was held at Lau
Chow on July 1. General Ng is re-
ported as saying that the reason
why there were so many soldiers in
that part of the province was for
the peace and protection of the in-
habitants. With so many soldiers
stationed there, they need not fear
an invasion, he said.

ROUGH VOYAGES.**TYPHOON WEATHER AT SEA.**

More accounts of bad weather
experienced by vessels on the way
to Hongkong are contained in re-
ports made at the Harbour Office by
vessels arriving yesterday. The
master of the British steamer
Borneo, from Haiphong, states
that a moderate gale was experi-
enced with a rough sea and con-
tinuous rain.

The Kwangchow, from Hoihow,
reports there was a strong wester-
ly to south-easterly wind, with
heavy seas. Heavy squalls were
met with; also continuous rain.
Two Chinese male deck passengers
died on the way from Singapore
to Hoihow.

From Amoy, the Sui Yang en-
countered a rough S.E. gale, with
a heavy swell; while other vessels
report variable and unsettled wea-
ther, and heavy swells.

RELIGION IN MEXICO.**THE TRIALS OF ROMAN
CATHOLICS.**

New York, July 23.
The newspapers here are con-
siderably pre-occupied with the
troubles of Roman Catholics in
Mexico, where the new law regulat-
ing religion becomes effective on
August 1st.

A Mexico City despatch states
that President Calles has issued a
Proclamation prohibiting religious
instruction and worship in all
schools and forbidding any
cleric to direct a private
school.

Telegrams from Nogales,
Arizona, report that the Arch-
bishop of Mexico, Bishop Tobasco,
has been arrested on a charge of
violating the law by calling on
Catholics to exert economic pres-
sure on the Government with the
object of obtaining an amendment
to the Church laws.—*Reuter's
American Service.*

COLONIAL SERVICES.**BIG ECONOMIES EFFECTED.**

Rugby, July 23.
Considerable economies have
been effected in the cost of
Colonial Services for 1926, which
are explained in a White Paper
issued to-day.

The total expenditure provided
for is £442,700, compared with
£1,107,000 last year. In East and
West Africa the situation is very
satisfactory. Tanganyika is now
paying her way, with a consequent
saving of £350,000 and, in Uganda,
the progress of the cotton-growing
industry has brought a substantial
surplus. Kenya has also wiped
out her deficit. In the Middle
Eastern services section, it is
pointed out that owing to the less
need for heavy garrisons in Iraq
and Palestine the vote has de-
creased from £29,000,000 in 1921 to
£4,500,000 in 1926.—*British Wire-
less.*

Entertainments.**TODAY at the CINEMAS**

at 2.30, 5.15, 7.15 and 9.15

**DOROTHY & MATT
DEVORE & MOORE**

in

How Baxter Butted In

Added attractions

**CORONACH'S DERBY
LARRY SEMON COMEDY
VALENCIA**

by Queen's Orchestra

at 5.30 and 9.15 p.m.

NORMA SHEARER

in

LADY of the NIGHT

at 5.15 and 9.15 p.m.

COLLEEN MOORE

in

COME ON OVER

**COUNTESSES WIN
LIBEL SUIT.****REFERENCES TO DISPUTED
EARLDOM.**

The Dowager Countess of Sea-
field was awarded £1,000, and the
present countess—a 20-year-old
peeress in her own right—was
awarded £500 in a libel suit
brought by them in the High Court
recently.

The defendant in the action,
which contained references to a
claim to an earldom, was Mr.
George Wilberforce Grant.

Mr. Spence, K.C., for the two
countesses, said that the eleventh
earl (father of the present coun-
tess and husband of the other
plaintiff) met defendant in 1912,
and they went to the Barbadoes.
As happened fairly frequently, the
wife did not like the husband's
friend, and that might have had
something to do with the libel.

Mr. Wilberforce Grant met Mr.
Alexander Grant, who later start-
ed proceedings in Scotland, claim-
ing a declaration that he was the
lawful heir to the seventh Earl of
Seafield, there having been a secret
marriage, he said, between his
father and the Hon. Caroline Ste-
wart.

The hearing of Mr. Alexander
Grant's claim had been adjourned
until October. Mr. Wilberforce
Grant had given evidence for Mr.
Alexander Grant.

An Apology.

At this point Mr. Garland, for
defendant, said he was only pre-
sent to withdraw, and apologise
and try to keep down the damages.
After a consultation Mr. Spence
said, while Mr. Wilberforce Grant
was prepared to submit to a judg-
ment, agreed damages, and pay the
costs, he would not state that what
he had written was not true.

Mr. Garland said his client was
an old man, and had not given

instructions as to the truth of
what he had written.

Parts of the letter alleged to
contain the libel, which was sent
to a Scottish editor, were then
read:—

Have you heard the report that
the present countess is said not to
be her daughter? [The Dowager
Countess.]

Lord Strathpey called upon a
prominent society lady friend of
mine, and she came to call upon
me and gave me the particulars.
We can easily account for her
asking for a commission on which
an article appeared in your paper.

This news will startle the
trustees and society, as she is
drawing money to which she is
not entitled.

Seafield's letter to me that he
possessed evidence about the birth
of the claimant and knew that he
visited her (meaning the seventh
Countess of Seafield), at Cullen
House before she died in 1911.
[Counsel pointed out that the sen-
tence was incomplete.]

This letter was a very pleasant
surprise for me, and will win the
case for the claimant, coupled
with other of his letters, which I
luckily have, refuting Lady Sea-
field's most insulting references to
myself. This will easily explain
why she fled, for it will soon reach
the ears of the public.

Mr. Spence said the phrase, "We
can easily account for her asking
for a commission," meant that the
dowager was afraid to come into
the court in the case of Alexan-
der Grant, and consequently she
desired her evidence taken on com-
mission.

The jury were asked to assess
damages separately, owing to a
technical difficulty in the fact that
the countess is an infant, and,
without leaving the box, returned
a verdict for the plaintiffs, with
costs, and awarded damages as
stated above.